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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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June 8 will be a proud day for all

Submariners QUEEN TO PRESENT HER COLOUR BEFORE FOUR THOUSAND Eight holders of the Victoria Cross to be present

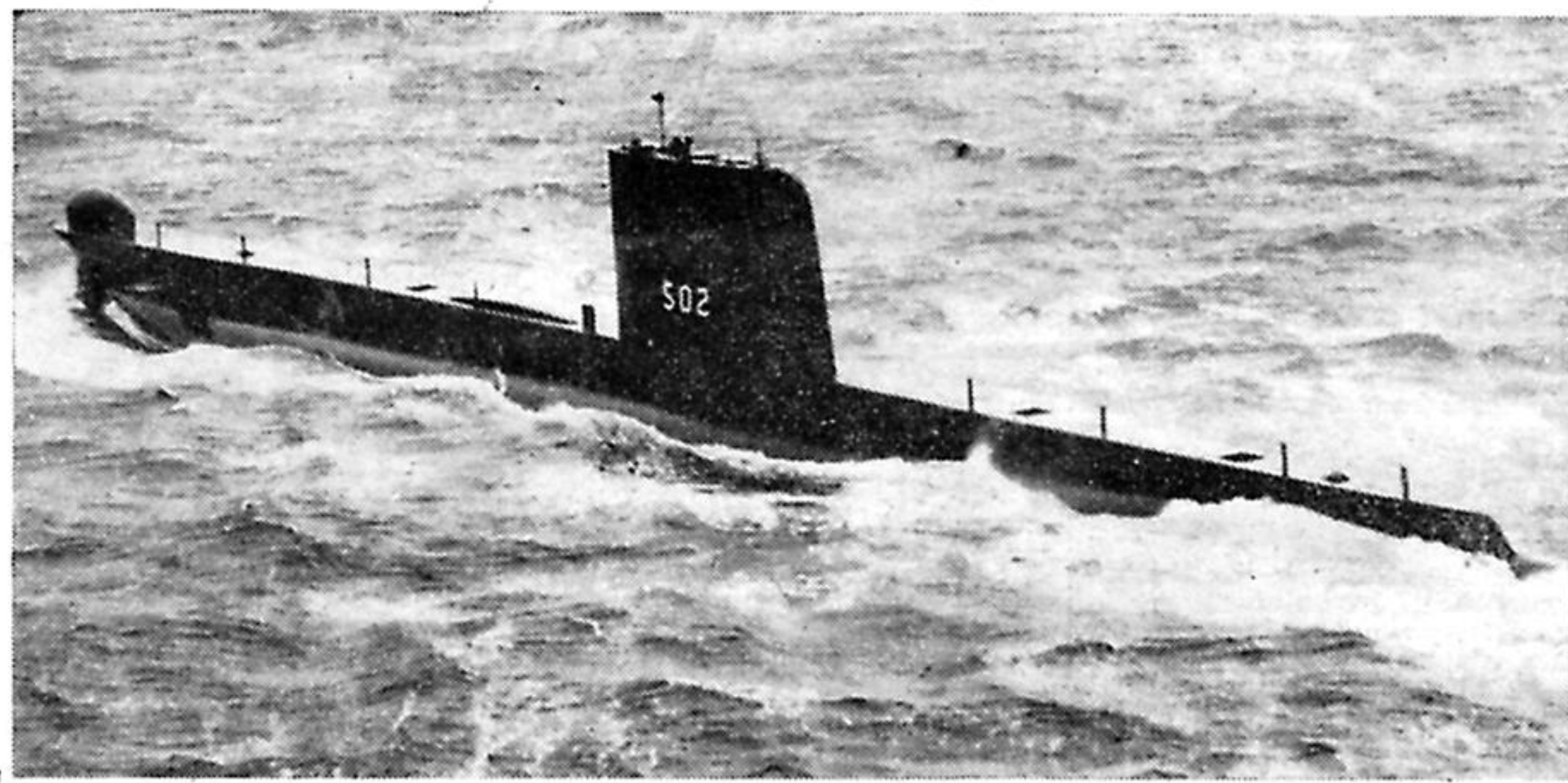
MONDAY, June 8, will be one of the proudest days in the long history of the Submarine Command. On that day Her Majesty the Queen, accompanied by the Duke of Edinburgh, will present her Colour to H.M.S. Dolphin in the presence of over 4,000 people. Among the large number of high-ranking officers, some of whom have served as Flag Officers Submarines, will be eight officers and men who were awarded the Victoria Cross, together with the widows of two others.

Past, present and future members of the Submarine service will be represented—the past by a contingent of 52 members of the Submarine Old Comrades Association, the present by a contingent of the present-day submariners and the future by a contingent of young seamen from H.M.S. St. Vincent.

It is understood that among the 4,000 people who will be present on this occasion, there will be 180 officers of Captain rank and above who have served in and commanded submarines.

Her Majesty, accompanied by His Royal Highness the Duke of Edinburgh, will leave H.M.S. Vernon in Royal Barge shortly after 3.15, which will arrive at the Main Pier, H.M.S. Dolphin at 3.20 p.m. After presentations to Her Majesty by the First Lord of the Admiralty, a ceremonial Land-Rover will be used to convey The Queen and His Royal Highness and the Flag Officer Submarines (Rear-Admiral B. W. Taylor, C.B., D.S.C.) to the Haslar Playing Fields. The route will be lined by Naval Officers and ratings from H.M.S. Dolphin and the Royal Naval Hospital Haslar, and school children from Alverstoke and Gosport schools will be along the route behind the route-lining party.

At the parade Her Majesty will be received by Flag Officer Submarines and Captain, Fifth Submarine Squadron (Captain L. W. Napier, D.S.O., D.S.C.) and as the parade gives the Royal Salute the Royal Standard will be broken on the flag staff on the parade and hauled down in H.M.S.



H.M. Submarine Rorqual, one of the latest Porpoise Class, four of which are now in service with the Fleet

Dolphin, where it was hoisted when Her Majesty reached the Main Pier.

After inspecting the Guard (Parade Commander, Cdr. R. W. Garson), the Trooping of the Royal Marine Band across the frontage of the parade will take place.

In the consecration service, the parade will form a hollow square with piled drums and Queen's Colour (bunched) in the centre and, after the Colour Officer has received the Colour, Her Majesty will address the parade and the Flag Officer Submarines will reply. Three cheers will then be given for Her Majesty and after a Royal Salute to the Queen's Colour the parade will march past.

Some 40 personages will then be presented to the Queen and these include former Flag Officers Submarines, holders of the Victoria Cross and representatives of the Submarine service, together with the Mayor and Mayoress of Gosport (Councillor C. W. L. Giles and Mrs. Giles), and Captain E. D. J. Addenbrooke, O.B.E., B.A., F.R.G.S., Town Clerk of Gosport, and Mrs. Addenbrooke, Mr. W. Rose, Chairman, National Association of Submarine Old Comrades, and Mr. I. Chapman, Secretary, Portsmouth Branch Submarine Old Comrades

Associations. Vice-Admiral Sir Sydney M. Raw, K.B.E., C.B., will then report the Submarine Old Comrades Platoon to Her Majesty, which she will inspect.

From the playing fields, Her Majesty will proceed to the Ward Room H.M.S. Dolphin and among the people to be presented to Her Majesty will be eight holders of the Victoria Cross: Admiral Sir Martin E. Dunbar-Nasmith, V.C., K.C.B., K.C.M.G.; Rear-Admiral E. E. Boyle, V.C.; Rear-Admiral A. C. C. Miers, V.C., C.B., D.S.O.*; Commander N. D. Holbrook, V.C.; Lieutenant Fraser, V.C., D.S.C.; Lieutenant-Cdr. P. S. W. Roberts, V.C., D.S.C.; Lieutenant Gould, V.C.; Leading Seaman J. J. Magennis, V.C.; and Mrs. J. W. Linton, widow of Commander J. W. Linton, V.C., D.S.O., D.S.C.; and Mrs. E. Wanklyn, widow of Lieutenant-Cdr. Wanklyn, V.C., D.S.O.**

Her Majesty will leave H.M.S. Dolphin shortly after 4.35 p.m. and the Duke of Edinburgh will leave H.M.S. Dolphin for H.M.S. Vernon at 6 p.m.

The award of the Queen's Colour to H.M.S. Dolphin for the Submarine Command is an honour greatly appreciated by all past and present submariners. At a time when the submarine is leading the Royal Navy into the nuclear age it is a fitting tribute that the Command should hold its own Queen's Colour.

ICELANDIC AND BRITISH SHIPS IN COLLISION

A FURTHER "incident" between an Icelandic gunboat and a British destroyer has been reported. This latest event is of a more serious nature than the usual incidents.

On May 22 the gunboat Odinn and the destroyer Chaplet were steaming side by side in company with the Fleetwood trawler St. Just. Capt. R. White, C.B.E., R.N., H.M.S. Chaplet, reported to the Admiralty that the

Odinn cut across his ship's bow, misjudged her speed and distance and there was a collision.

The Odinn's captain tells a different story, claiming that Chaplet deliberately rammed his ship, destroying her lifeboat and damaging guard rails.

Officers who have served in Fishery Protection Squadron ships state that the collision came as no surprise to them. The handling of the Icelandic vessels has been such that the possibility of a collision could not be ruled out.

Iceland has decided to boycott the Atlantic Congress of N.A.T.O. countries which will be opened by the Queen in the first week of June. Iceland refuses to attend "as long as Britain continues to use naval power to defy Iceland's fishing limit and to protect illegal fishing off the Icelandic coast, thus attacking Icelandic efforts to secure its economic existence."

NAVAL AIR DAYS

Royal Naval Air Stations will be "At Home" as follows:

Arbroath	June 13
(Air Day and Queen's Birthday Parade)	
Abbotsinch	June 20
Lossiemouth	July 18
Brawdy	July 18
Yeovilton	July 25
Culdrose	July 25

ADMIRALTY OFFICERS GET NEW TITLES

TO avoid anomalies which have arisen as a result of the reorganisation of the material and personnel departments of the Admiralty, and to reflect the duties of the holders to advise on major matters of personnel policy affecting their specialisations, new titles have been given to the heads of the Engineering, Electrical and Supply and Secretariat Specialisations of the General List of Naval officers.

The old titles—Engineer-in-Chief of the Fleet, Director of the Naval Electrical Department and Director-General Supply and Secretariat Branch—have been replaced by Chief Naval Engineer Officer, Chief Naval Electrical Officer and Chief Supply and Secretariat Officer.

At present, the Chief Naval Engineer Officer is Vice-Admiral N. E. Dalton, C.B., O.B.E., the Chief Naval Supply and Secretariat Officer is Vice-Admiral H. P. Koelle, C.B., and the Chief Naval Electrical Officer is Rear-Admiral K. R. Buckley, M.I.E.E., M.Brit.I.R.E.

The titles of Director of the Naval Electrical Department and Director-General of Supply and Secretariat Branch are of comparatively recent origin, but the title Engineer-in-Chief of the Navy was instituted in 1860. The old title has a ring and a flavour about it which cannot be said of the new one.

SUBMARINE OFFICERS' DEEDS OF VALOUR RECALLED

SPECIAL Orders of the Day were issued by Flag Officer Submarines on May 24 and 25 on the anniversaries of the award of the Victoria Cross to two submarine officers of the last war.

The Special Order issued on May 24 referred to the exploits of Lieut.-Cdr. D. W. Wanklyn, who commanded H.M. Submarine Upholder in the Mediterranean from early January, 1941, until she was sunk in April, 1942.

Lieut.-Cdr. Wanklyn was the first submariner to be awarded the Victoria Cross in World War II for the action in which he sank the Conte Rosso on May 24, 1941. Although reduced to two torpedoes and with the ship's asdic out of action, he pressed home his attack when three large troopships were sighted and both torpedoes hit and sank the 17,879-ton enemy ship.

Lieut.-Cdr. Wanklyn was not heard of after April 11, 1942, but his submarine is believed to have been sunk by enemy anti-submarine forces shortly after that date.

The Special Order of the Day published on May 25 referred to Cdr. J. W. Linton, whose Victoria Cross was posthumously awarded on May 25, 1943.

This officer gained his successes in the Mediterranean, where he commanded H.M. Submarine Pandora from mid-May, 1940, to May, 1941, and subsequently in Turbulent from January, 1942, until February, 1943. During this time he accounted for approximately 90,000 tons of enemy shipping sunk and, in addition, damaged ships, coastal installations and trains by gun action.

In the course of nine war patrols in Turbulent he sank one armed merchant cruiser, one destroyer, one U-boat and 28 supply ships.

Turbulent sailed from Algiers for her final patrol on February 24, 1943, and it is believed was sunk by enemy anti-submarine escorts off Bastia (Corsica).

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Navy News

EDITOR

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EDITORIAL

IT was bound to happen of course! Ships cannot play "tag" in the waters around Iceland without a certain amount of danger and without "incidents" occurring. Last month the Icelandic gunboat Odinn and the destroyer Chaplet "touched." The Icelandic authorities claim that the Odinn was deliberately rammed by Chaplet, but the Admiralty has stated that the collision was the result of an error of judgment on the part of the Odinn's captain during "buzzing" operations with the British trawler St. Just.

These "incidents" have become more frequent of late and must of necessity exacerbate the already strained relations between our two countries.

In a recent issue of NAVY NEWS we referred to these "incidents" as being on an "old boy" basis, but recent events have been more numerous and of a more serious nature. It has been said that the Icelandic Authorities considered that the winter conditions would have been too extreme for our ships and men to carry out their functions but finding out their misjudgment with the coming milder weather, the Icelanders feel compelled to adopt sterner measures.

Tough, hardy people like the Icelanders should have realised that the British Navy can operate wherever any other ship can.

This whole business is a great pity and the sooner the present tension is ended the better. Great Britain has made every effort to find a solution, but a spirit of compromise, co-operation and toleration on both sides is an essential requirement for a satisfactory ending to the trouble.

With this issue NAVY NEWS starts its sixth year. Starting as a purely Portsmouth paper with a circulation of 7,000 it has, in five years, trebled that figure and covers naval affairs throughout the world. Judged by letters received each issue is looked forward to, and it is hoped to make the paper even more interesting and informative.

"With a thankful remembrance of Thy mercies"

Marvellous things did He in the sight of our forefathers; . . . He divided the sea and let them go through: He made the waters to stand on an heap.

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'The Navy Has a Vital Contribution to Make'

EARL MOUNTBATTEN TALKS TO THE PRESS

"IF, by some ghastly miscalculation, the horror of global war descended upon us, everybody wouldn't be killed. There would be millions left alive. They have got to be fed and provided with a livelihood. That is where the Navies come in—performing a task, that nobody else can perform, of keeping the sea lanes open, of conveying essential food supplies and survival stores through in the face of this huge submarine fleet. It is that ability and knowledge which, I think, 'locks in' the whole of the deterrent and makes it fully effective. The same ships are employed in all phases—cold war, limited war and global war. No more ships, no more men, nothing different. The Navy is completely mobile, flexible, versatile. And so you see it has got an enduring and vital function. . . ."

Admiral of the Fleet the Earl Mountbatten of Burma was addressing representatives of the Press for the last time as First Sea Lord. They had come to bid him farewell and listen to him talk on his favourite subject—the Navy. And he took the opportunity to present a wholly convincing explanation of the present position of the Navy, of its role and necessity to the nation.

OPPORTUNITIES OF COMMAND

Questioned about recruiting and the opportunities of commanding a ship at sea, Admiral Mountbatten said he was "very satisfied" with the standard of recruiting as a whole. The standard for entry into Dartmouth is being raised so that future entrants can really compete with the new highly technical age and at the same time remain leaders. As to the opportunities of command, the Admiral assured his questioner that "We are well aware of the difficulty; we are ahead of you; we've solved it—but it takes time to come out."

"When I was a youngster we didn't have delightful commands like these coastal and inshore minesweepers, which are lovely commands for a young lieutenant. Furthermore, the new officer structure is so designed that instead of only having a chance of one in three to go on to be promoted to the rank of commander to command a ship, the chances are going to be three in four—from 33 per cent. it has gone up to 75 per cent., or it is going up to it."



Earl Mountbatten

The Navy, he assured his listeners, has a vital contribution to make to the country's safety, prosperity and general well-being in peace and in any form of war. To illustrate this Admiral Mountbatten recalled incidents where the Navy had acted to put down piracy, provide air support for our ground forces, help our overseas trade, bring succour to victims of

LETTERS TO THE EDITOR

Why Not H.M.S. Nelson?

SIR,—I refer to your May issue, where, on the front page you have an article "Why not H.M.S. Nelson?"

Now, sir, of course we should have a Nelson in the Navy but I feel sure that the name should be a permanent one, in the same way that Drake is borne at Devonport. As a suggestion, why should not the names of all officers in the Admiralty, instead of being on the books of the President, be borne in the Nelson? Or perhaps the R.N. College at Dartmouth might bear the name.

I regret your disparaging remarks about the name Blake. If you refer to "British Warship Names" by Commander Walker and myself, you will see that the name is now borne for the third time, the first ship being a third rate launched in 1808 and broken up in 1855. The second was a cruiser of 1889 which was later converted into a depot ship for destroyers and sold in 1922. The name has one battle honour—Walcheren 1809.

Robert Blake did a great deal for his country and for the Navy and it would be a thousand pities if his memory were to be forgotten.—CAPTAIN MANNING, C.B.E., V.R.D., R.N.V.R. (ret.).

[Captain Manning's suggestion is an admirable one. There was no intention to disparage the name Blake—it was felt that the Royal Navy should always have a Nelson in the fleet.—Editor.]

earthquake and hurricane and—a completely new "line"—help in aircraft disasters. When the Comet blew up in 1954 the Navy was asked to locate and salvage her. "She blew into thousands of bits that scattered down over many square miles of ocean in a depth of 600 feet of water," he explained. "Position not known accurately, mid-winter, gales, no shelter—and the Mediterranean Fleet went and picked up 71 per cent. of that Comet, which was put together at Farnborough where they tested her and found what the cause of the disaster was. That's why the Comets are flying safely and that's why the Boeing is flying safely; that's why the Caravelle can fly safely—because the Navy picked up enough of that Comet to find out what went wrong."

Where are they?

SIR,—Reading your paper over a pint in the local, we got to discussing absent shipmates and I was picked to put a letter together suggesting you have space for a series "Where are they now?"

I would like to start a new commission by asking for news of "Yank" Erridge, 1924-1948. Known ships were Shotley, Chatham, Repulse and the submarine service. He was last seen leaving Gillingham Pier on a trot boat.—TED GOATER, 194 Diben House, Maida Vale, London, W.9.

Death of late Senior Deputy Director of Stores

M. R. W. GUY LUKE, C.B.E., late Senior Deputy Director of Stores, Admiralty, died at Hastings on April 26.

His long and varied career, since his first appointment as an Assistant Naval Store Officer at Portsmouth Dockyard in 1910, took him to practically all of the Naval Store Department's outposts. In addition to his tours of overseas duty as Assistant and Naval Store Officer in Hong Kong and as Deputy at the Cape and as Naval Store Officer at Gibraltar, he spent the larger part of his war-time service in the post of Senior Deputy Director of Stores (Eastern Theatre), covering a vast area from South Africa and the Levant in the West to Ceylon and India in the East. With the fortunes of war, Naval Store activity swung backwards and forwards across the Indian Ocean, and Mr. Luke, always cheerful and indefatigable, literally flew round the theatre to maintain a coherent supply organisation. He returned to Admiralty in 1945 where he served until his retirement in 1952.

Mr. Luke's great service to the Naval Store Department and the Navy was recognised in the New Year Honours in 1948 by the award of the C.B.E.

Full details of the revised Education and Maintenance Allowances have recently been announced by the Admiralty. (A.F.O. 1009/59.)

ROYAL NAVY'S DRAFTING FORECAST

PARTICULARS IN this forecast are liable to alteration. The U.K. Base Port is the port at which a ship may be expected to give leave and to refit as a general rule.

Volunteering. Ratings may volunteer for any of the ships, or for service in a particular station, or for specific forms of service (e.g., Local Foreign Service or General Service). As drafting action is normally taken at least four months ahead for General Service and Foreign Service and two months ahead for Home Sea Service and Port Service, applications to serve in ships which are commissioning within these periods are unlikely to have any effect.

SUBMARINE COMMAND

H.M.S. Turpin, June, at Devonport, for service in the Portsmouth Squadron.
H.M.S. Cachalot, June, at Greenock, for service in 3rd Submarine Squadron at Faslang.

GENERAL

H.M.S. Shavington, June 29, at Portsmouth for Local Foreign Service (Mediterranean). (Crew ex Dufton.)
H.M.S. Urchin, early June, at Devonport, for Port Service. (Transferring to Home Sea Service, mid-August.)
H.M.S. Leverton, June 22, at Devonport, for Local Foreign Service (Mediterranean). (Crew ex Thankerton.)
H.M.S. Zest, June 23, at Portsmouth, for General Service Commission (Home/Mediterranean). U.K. Base Port, Portsmouth.
H.M.S. Whitby, June 30, at Portsmouth, for General Service Commission (Home / Mediterranean). U.K. Base Port, Chatham.
H.M.S. Eastbourne, June 30, at Portsmouth, for General Service Commission (Home / Mediterranean). U.K. Base Port, Chatham.
H.M.S. Enterprise, June, at Bideford, for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.
H.M.S. Powderham, June, at Hythe for Home Sea Service (50th M.S.S.—crew ex-Reedham). Home Base Port, Rosyth.

No. 800 Squadron, July 1, at R.N.A.S. Lissiemouth, for General Service Commission. (Ark Royal, Scimitar.)
H.M.S. Dalrymple, July 7, at Devonport, for General Service Commission. Surveying ship. U.K. Base Port, Devonport.
H.M.S. Loch Insh, July 7, at Devonport, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Devonport.
H.M.S. Protector, July 14, at Portsmouth, for General Service Commission (Home/South Atlantic and South America). U.K. Base Port, Portsmouth.
H.M.S. Tiger, mid-July, for General Service Commission (Home/Mediterranean). U.K. Base Port, Portsmouth.
No. 892 Squadron, July, at R.N.A.S. Yeovilton, for General Service Commission. (Ark Royal, Sea Vixen.)
H.M.S. Laymoor, July, at Renfrew, for Home Sea Service. (Crew ex 1 Boom Defence Vessel.)
H.M.S. Verulam, end July, for trials.
No. 700 "G" Flight, August 17, at R.N.A.S. Culdrose, for Trials. (Gannet.)
No. 815 Squadron, August 20, at R.N.A.S. Culdrose, for General Service Commission. (Albion, Whirlwind.)
H.M.S. Torquay, August 18, for trials.
H.M.S. Puma, August 25, at Devonport, for General Service Commission. (Home/South Atlantic and South America). U.K. Base Port, Devonport.
H.M.S. Verulam, end August, at Devonport, for Home Sea Service. U.K. Base Port, Portsmouth.
H.M.S. Hartland Point, end August, at Chatham, for Foreign Service. (Far East.)
H.M.S. Wakeful, October 1, at Portsmouth for trials (Portsmouth Squadron vice Starling). U.K. Base Port, Portsmouth.
U.K. Base Port, Portsmouth.
H.M.S. Chevron, end August, at Rosyth, for trials.
H.M.S. Loch Lomond, September, at Sheerness, for General Service Commission (Home/Arabian Seas and Persian Gulf). U.K. Base Port, Chatham.

H.M.S. Torquay, September 29, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.
H.M.S. Salisbury, September 29, at Devonport, for General Service Commission (Home/East of Suez). U.K. Base Port, Devonport.
H.M.S. Scarborough, September 29, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.
H.M.S. Tenby, September 29, at Chatham, for General Service Commission (Home/East of Suez). U.K. Base Port, Chatham.
H.M.S. Carysfort, September 8, at Portsmouth, for Foreign Service (Far East).
H.M.S. Layburn, September, at Renfrew, for Home Sea Service. (Crew ex 1 Boom Defence Vessel.)
H.M.S. Scorpion, end September, at Chatham, for trials. (Part General Service Commission complement.)
H.M.S. Gravelines, end September, at Devonport, for trials.
H.M.S. Scorpion, October 6, for trials.
H.M.S. Albion, early October, at Portsmouth, for General Service Commission. (Home/East of Suez). U.K. Base Port, Portsmouth.
H.M.S. Chichester, October 6, at Chatham, for General Service Commission (Mediterranean / Home). U.K. Base Port, Chatham.
H.M.S. Cardigan Bay, October, at Singapore, for Foreign Service (Far East).
H.M.S. Cavendish, October, at Devonport, for trials. Commissions December 1, for Foreign Service (Far East).
H.M.S. Messina, October, at Chatham, for Foreign Service.
H.M.S. St. James, end October, at Devonport, for trials.
H.M.S. Wakeful, November 3, at Portsmouth, for Home Sea Service. U.K. Base Port, Portsmouth.
H.M.S. Trafalgar, November, at Portsmouth, for General Service Commission (Home / Mediterranean). U.K. Base Port, Portsmouth.
H.M.S. Jutland, November, at Chatham, for General Service Commission (Home / Mediterranean). U.K. Base Port, Chatham.

H.M.S. Broadsword, November, at Chatham, for General Service Commission (Home / Mediterranean). U.K. Base Port, Chatham.
H.M.S. Dunkirk, November, at Devonport, for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.
H.M.S. Scorpion, end November, at Chatham, for General Service Commission (Home / Mediterranean). U.K. Base Port, Chatham.
H.M.S. Ark Royal, December, at Devonport, for General Service Commission. (Home / Mediterranean.) U.K. Base Port, Devonport.
H.M.S. Hermes, December, at Barrow, for trials.
H.M.S. Loch Fada, December, at Portsmouth, for General Service Commission (Home/Arabian Seas and Persian Gulf). U.K. Base Port, Portsmouth.
H.M.S. Jaguar, December, at Dumbarton, for General Service Commission (South Atlantic and South America/Home). U.K. Base Port, Chatham.
H.M.S. Bulwark, January 5, at Portsmouth, for Foreign Service (Far East).
H.M.S. Ulster, January, at Devonport, for General Service Commission (Home/West Indies). U.K. Base Port, Devonport.
H.M.S. Dampier, January, at Singapore, for Foreign Service.
H.M.S. Wizard, end January, at Chatham, for trials.
H.M.S. Cassandra, end January, at Chatham, for Foreign Service (Far East). U.K. Base Port, Chatham.
H.M.S. Saintes, February, at Devonport, for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.
H.M.S. Camperdown, February, at Devonport, for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.
H.M.S. Lynx, February, at Portsmouth, for General Service Commission (Home/South America and South Atlantic). U.K. Base Port, Portsmouth.

MOTORING NOTES

An International driving licence is not valid in U.K.

THOSE readers who occasionally subscribe articles for the "Navy News" will no doubt appreciate how difficult it can be to think up the subject matter for a regular monthly contribution. This month I am extremely grateful to a reader in H.M.S. Jutland who has suggested that some information on the validity of Maltese and International Driving Licences in the U.K. would be appreciated.

MALTESE LICENCE AND TESTS

By all accounts some Naval personnel believe that the Maltese Licence and Test are valid in the United Kingdom. This is only true if you are a visitor to the U.K., with a bona fide address in Malta. Obviously then, only Maltese nationals, or people such as N.A.A.F.I. personnel permanently resident in Malta, who are visiting the U.K. on leave, would be permitted to drive on the Maltese licence. All others on return to U.K. must comply

with the normal regulations. This means that unless you already hold a full U.K. driving licence, or have passed the driving test in the U.K., you must take out a provisional driving licence and be accompanied by a qualified and licensed driver until you have passed the test. This is quite definite. Your driving experience in Malta will, of course, stand you in good stead in taking the test, but the fact that you have passed the test in Malta is otherwise quite valueless.

INTERNATIONAL LICENCES

These are issued under an International Convention of 1926. Although issued in Great Britain and overseas territories they are only valid in those countries who are signatories to the Convention. Unfortunately Great Britain was not a signatory, so that the licence is not valid and is quite useless to you in England. The only object in acquiring one in fact is if you wish to drive on the Continent, so don't waste your money if you intended to use it in Great Britain.

Incidentally, it is known that quite a few Naval personnel are driving in England on the Maltese and International licences blissfully ignorant that they are breaking the law. Strange to relate, the police are often quite ignorant on this subject, but it would be unwise to run the risk of prosecution by relying on this.

May I suggest that readers will be doing a useful service to their comrades if they "spread the buzz" about this.—A. E. MARSH.

Naval Canteen Service

NAVY OFFERS HELP

WHEN veteran ship's canteen manager Joseph Crech set sail for the Mediterranean on board H.M.S. Dainty last month he was awaiting urgent news of his wife, who had been seriously ill at their home in Malta for some months. On hearing of this the Commanding Officer promised Mr. Crech that should the need arise during the voyage he would be flown to Malta immediately by the Navy, an assurance that was gratefully received by the canteen manager and by his son, Julian Crech, who is serving by his side as the canteen assistant on board H.M.S. Dainty.

His ship had reached Gibraltar when a signal was received stating that his wife's condition had worsened and that his presence was urgently required. As the ship was in port the N.A.A.F.I. Supervisor, Gibraltar, was able to obtain an immediate flight on a civilian aircraft for Mr. Crech, who reached his wife's bedside with the minimum of delay. His son Julian took over the canteen for the trip to Malta, which was the next port of call for H.M.S. Dainty.

Another example of co-operation between the Navy and the Naval Canteen Service came to light recently when arrangements were made for Senior District Manager G. Bush-Harris (Home Air Command) to use the Naval Air Service to enable him to supervise the Heron Club at Yeovil and the new Seahawk Club which opened at the Royal Naval Air Station, Culdrose, in Cornwall, this month. Valuable travelling time will be saved by using the Royal Navy's regular air service.

Previously a canteen assistant on board H.M.S. Adamant, 32-year-old C. J. Scott has been promoted to trainee canteen manager and has taken up his new duties with H.M.S. Blackwood at Rosyth. In the seven months he had served with Adamant, Mr. Scott gained a reputation as a willing and cheerful member of the canteen staff.

Edward Noble, born on July 17, 1889, joined the Royal Navy as a boy, joining H.M.S. Impregnable on September 2, 1889. He "served his time in sail," was well acquainted with the order "Up screw down funnel," and his last sea-going ship was the cruiser Sans Pareil, which he left in September, 1901, on joining H.M. Coastguard service.

He served in the coastguard service from 1901-1934, apart from the First World War.

He received the Long Service and Good Conduct Medal in 1907 and was twice awarded the Royal Humane Society's Testimonial on Vellum for saving life.

The Leamington branch of the Royal Naval Association held its Annual Whit Monday Fete in the Pump Room Gardens, in conjunction with the Leamington Boys' Club. A report of the fete will appear in our next issue.

In Memoriam

Kenneth Arthur Williamson, Marine, RM17437, Infantry Training Centre, Lympstone. Died May 1, 1959.

Brian Alexander Wemyss, Corporal, RM15399, 42nd Commando. Died May 4, 1959.

Midshipman M. A. Sanders, H.M.S. Fulmar. Died May 5, 1959. Alexander Buchanan Mills, Leading Engineering Mechanic, P/KX907811, H.M.S. Rorqual. Died May 16, 1959.

Anthony James Boardman Parker, Leading Patrolman, C/MX767072, H.M.S. Falcon. Died May 18, 1959.

Lieut.-Cdr. Charles Raymond Bushe, H.M.S. Centaur. Died May 26, 1959.

Recent film releases

"The Inn of the Sixth Happiness" (colour) (CinemaScope), adventure melodrama, Ingrid Bergman, Curt Jurgens, Robert Donat. "Too Many Crooks," comedy-crime extravaganza, Terry-Thomas, George Cole, Brenda de Banzie. "Cat on a Hot Tin Roof" (colour), melodrama, Elizabeth Taylor, Paul Newman, Burl Ives. "Carry on Nurse," clinical comedy, Shirley Eaton, Terence Longdon, Wilfred Hyde White. "The Reluctant Debutante" (colour) (CinemaScope) comedy, Rex Harrison, Kay Kendall, John Saxon. "The Hanging Tree," outdoor melodrama, Gary Cooper, Maria Schell, Karl Malden. "Bachelor of Hearts," collegiate comedy, Hardy Kruger, Sylvia Syms, Ronald Lewis. "The 39 Steps," comedy thriller, Kenneth More, Taina Elg, Barry Jones. "Tarzan's Fight for Life" (colour), jungle melodrama, Gordon Scott, Eve Brent, James Edwards.

The Admiralty has announced that the last date for qualifying service for the award of the Naval General Service Medal, Cyprus, is April 18, 1959. (A.F.O. 1147/59.)

The Lewisham Branch of the R.N. Association has expressed its grateful thanks for the support it received at its annual church parade. Without support from other branches the parade would not have been such a success.

Commander Sir William Tennant, who, after inspecting the shipmates on parade, expressed his appreciation at the way things were done.

In order to raise funds for those contingencies which always seem to arise, the branch is holding a jumble sale during June.

Malvern Branch uses the following at its meetings and suggests, for the benefit of branches which have not adopted a suitable silent tribute, that they also might like it: "We stand in solemn silence calling to mind the sacrifices that have been made for us, and asking God to make us worthy of those who died that we might live."

When the Duke of Edinburgh visited Eastney for the presentation of the Queen's Colour on May 14, he met Lieut. N. Finch, V.C., R.M. (retd.), who won the Victoria Cross at Zeebrugge on April 23, 1918.

SHIPS OF THE ROYAL NAVY No. 45 H.M.S. RUSSELL



H.M.S. Russell is the sixth ship of the name, named after Admiral of the Fleet Edward, Earl of Orford and Viscount Barfleur, victor of the Battle of Barfleur (1692), is an anti-submarine frigate of the Blackwood Class, Type 14. She was built by Swan, Hunter and Wigham Richardson Ltd., Wallsend, launched in December, 1954, and completed February 7, 1957. Her displacement is 1,460 tons (full load) and she is 310 ft. (o.a.) in length, with 33 ft. beam. The anti-submarine weapons carried are two limbo three-barrelled depth charged mortars.

Her complement is 111 officers and men.

The ship has been employed recently on fishery protection duties in waters off Iceland.

The first ship of the name was a third rate of 1692 which was sunk as a breakwater at Sheerness in 1761. The fourth vessel of the name was a battleship built in 1901 which was mined in 1916.

Protector returns from Antarctica

H.M.S. Protector returned to Portsmouth from her fourth commission in Antarctic waters on Tuesday, May 12.

Protector, commanded by Capt. A. R. L. Butler, R.N., is now the oldest ship in commission in the Royal Navy. After an extensive refit in Portsmouth Dockyard, Protector will recommission for another trip to the South Atlantic and Falkland Island Dependencies in October next.

Our correspondent was informed on board that the commission was uneventful, but as the weather was so bad that the ship was unable to cross the Antarctic Circle, people may have quite different ideas as to the meaning of the word "uneventful"! Weather experts think that the conditions next

year will be even worse than they have been this year.

The Commander-in-Chief, South Atlantic and South America (Vice-Admiral R. D. Watson, C.B., C.B.E.) flew his flag in the ship between February 28 and April 10, during which period he visited British bases in Antarctica and Tristan Da Cunha.

So many recruits that more leaders are needed

AS reported in NAVY NEWS last month a branch of the Nautical Training Corps started accepting recruits in Leigh Park on March 6. The response has been even better than was expected and 78 boys have already started training.

There is also a waiting list of boys who cannot be accepted until more ex-Service men volunteer to undertake leadership. Any who would be willing to give some of their time should contact the Commanding Officer at 442 Dunsbury Way, Leigh Park.



Positive Preparation—by someone about to go abroad!

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Fashion Parade at Havant



One of the models shown at the fashion parade held at the April meeting

THE last few months have seen plenty of activity in the Havant Branch of the Royal Naval Friendly Union of Sailors' Wives. Members were entertained by a party of local artistes in February and there was a stimulating display of spring fashions and Easter bonnets by two local firms in April. Nearly 90 people attended this

show, which was most enthusiastically received.

A successful jumble sale was held at Bedhampton and an interesting autumn programme is planned.

Naval personnel who live in the Havant-Leigh Park area should inform their wives of the Havant Branch of the Friendly Wives.

Floral displays demonstrated to Vernon wives

THE H.M.S. Vernon Branch of the R.N.F.U.S.W. held a general meeting in the cinema, H.M.S. Vernon, on Wednesday, May 6, at which Mrs. Morgan Giles presided and opening prayers were said by the Rev. Basil Watson.

The chairman announced with regret the resignation of Mrs. Coxwell, the vice-chairman, and thanked her for all she had done for the branch, but said that it gave her great pleasure to announce that Mrs. G. A. G. Williams had consented to be the new vice-chairman.

It was also announced that Mrs. O. M. Buck, owing to illness, had found it necessary to resign from the committee, and the chairman thanked her for her hard work and enthusiasm which have been much appreciated. Mrs. Buck has been a committee member since 1952 and her cheerfulness and sincerity will be greatly missed.

The speaker for the afternoon was Mrs. Thompson, who gave a most interesting floral demonstration, instructing members on how they could obtain similar results by the use of wire and selected vases. It was a most enjoyable display, and at the end of the afternoon the flower arrangements were raffled. Winning tickets were held by Mesdames Fuller, Williams, Watson, Allan, McClean, Parnham and Morgan Giles.

Mrs. Parnham proposed a vote of thanks to Mrs. Thompson and presented her with a gift-token. Tea was then served by Mrs. Bird and the tea committee.

FUTURE EVENTS

The annual garden party will be held on Wednesday, July 1, on the Wardroom lawn; should it be wet, it will be held in the cinema. As in previous years, members may invite two adult guests, as well as their children.

A sewing meeting will be held in the Captain's House, H.M.S. Vernon, on Wednesday, June 24, at 2.15 p.m. New members will be most welcome.

There are still tickets available for the summer outing to Woburn Abbey on June 23. Tickets, at 12s. 6d. each, are available from the secretary.

Frozen Food at Fifty (Feet) Below

DIET PLAYS A VITAL PART IN A SUBMARINER'S LIFE

(BY OUR SPECIAL CORRESPONDENT)

"I WANT to find out what people on the spot think about Frood," said the executive.

"Certainly," I replied.

"Visit a few restaurants, fly with some of the airlines that use Frood."

"I'd love to," I said.

"Drop into a few cafes, sample some pubs."

"I'm just leaving," picking up my hat.

"Go down in a submarine."

"Who—ME?" I said.

And that, very roughly, is how I found myself, at eight o'clock one cold morning, in Portsmouth harbour, staring apprehensively at the sinister black hull of H.M. Submarine Tactician.

Reluctantly, gingerly, I stepped aboard and met the Captain, Lieut. G. R. Dalrymple, R.N.

Until we had negotiated the complex formalities involved in leaving port I stayed well out of the way and then, when we were heading for the open sea (well, the Isle of Wight), I was asked to join the Captain in the wardroom.

I had a two-fold brief. Firstly, I was to find out the part Frood played in the modern Navy and, secondly, I was to obtain a few opinions on its uses and popularity by those on the receiving end—the officers and men who finally ate it!

The first question was answered by the Captain. Diet, he said, plays a particularly vital part on a submarine. He himself had made a number of long trips using Frood, including two to the Arctic. And, as every submarine captain must, he takes a keen interest in the problem of victualling.

"When you've been at sea for some days," he said, "the subject of the next meal assumes an ever-increasing importance. Seeing the same people day in and day out, going through roughly the same routine for days at a time, means that lunch or dinner constitute a very vital break in the monotony. An occasional treat—and the restricted

refrigeration space on this size boat forces us to use Frood like that—makes a tremendous difference both in varying and strengthening the menu."

CONSUMER OPINIONS

For some consumer opinions, I was taken on a tour of the ship by the Engineer Officer. As we clambered in and out of the sub's vitals I understood more and more what Lieut. Dalrymple meant about monotony. Even a civilian appreciates that submarines must be cramped, but not until you've been aboard one and seen the close proximity in which the crew work can you appreciate the rigours of a long voyage.

The first person I met was the coxswain, C.P.O. M. Guthrie, on loan from the Canadian Navy. One of his jobs, with the first officer, is to choose the menus and work out the messing allowance.

It was intriguing to find out that he knew as much about frozen foods as I did, because at home in Canada he keeps a giant deep-freeze full of them.

"I can't understand why you don't use more of them in this country," he said. "At home we stock up for months in advance—and get special offers from manufacturers for buying in bulk."

He showed me some of the victualling sheets from long voyages made by Tactician on which Frood figured prominently and confirmed the Captain's views of the importance of Frood in supplementing the diet.

"I only wish we had more refrigeration space," he added.

Other members of the crew echoed him—they liked Frood and only wished there were more of it—and I found that chicken supreme and braised beef headed the popularity poll.

PREPARE TO DIVE

Up to that point, thanks to a perfectly calm sea, the trip had been un-

eventful, but then we stopped and bells rang as we prepared to dive. It was at that point, too, that what had seemed like a pleasant day's outing took on a more sombre note. Suddenly we tilted and slid downwards. It wasn't very far—we were only undergoing snorkeling practice—but it was far enough. Once we had levelled off and I had decided that it wasn't so much claustrophobia I was suffering from as straightforward funk, I made my way along to the galley to meet the man I had really come to see—the cook, or "chef," as he's called.

A.B. R. B. Houseman was standing by his four-foot electric stove heating chicken supreme when I met him. Since I'm accustomed to the giant Frood kitchens where tens of thousands of meals are prepared each day I was pleased to discover that a man could cook for 72 on a range little bigger than that used by the average housewife.

"How on earth do you manage?" I asked.

"Well, fortunately there are five different messes [that's an advantage?] so I just put on small quantities for one mess and then leave that to heat while I prepare it for another mess. I couldn't, for instance, prepare roast potatoes for 72 in one go. The disadvantage, of course, is that it means I'm cooking something or other for nearly the whole day. With Frood, of course, I just put it on to heat 20 minutes before it's time to serve."

I left him preparing the meal and, as we surfaced and headed back towards Portsmouth, returned to the wardroom to watch it being served.

ATOMIC SUBMARINES

The menu was chicken supreme, frozen peas and pommes Parisienne, and as it disappeared, the conversation turned to the new atomic submarines.

"That's where prepared frozen foods should really come into their own," said the Captain. "Those American subs have got a ton of deep-freeze space. And no doubt ours will be the same."

I had got my answers. Modern times demand a modern navy and a modern navy demands modern feeding methods and from the men I'd spoken to I knew that the "consumers" were all in favour of Frood.

Who, I wondered, would be the first British sailor to eat a frozen meal under ice at the North Pole. I knew who it wouldn't be!

Director, W.R.N.S., visits Yeovilton



Anthorn M.Q.s available for navy families

ALTHOUGH Royal Naval Air Station Anthorn has now closed and the married quarters transferred to the War Office, some of the quarters are likely to be surplus to Army requirements and these quarters are, as an exceptional measure, available for allocation to Army and Navy personnel serving elsewhere. Full details and method of application for these quarters are given in a recent Fleet Order (A.F.O. 1006/59).

Chief Petty Officer Writer D. D. H. Clarke has been elected Lower Deck Representative for the Mediterranean Fleet at the Malta Headquarters of N.A.A.F.I.



en brought to a halt

time on re-entry

1958, such former active service may also be counted for the award of length of service pay. Men affected by this decision are those who re-entered on or after April 1, 1956. Details of reserve service which counts, and method of application, are given in a recent Fleet Order (A.F.O. 1070/59).

This new rule also applies to members of the Women's Royal Naval Service.

work had already been begun on the hull of the ship, and orders for components placed with various sub-contractors.

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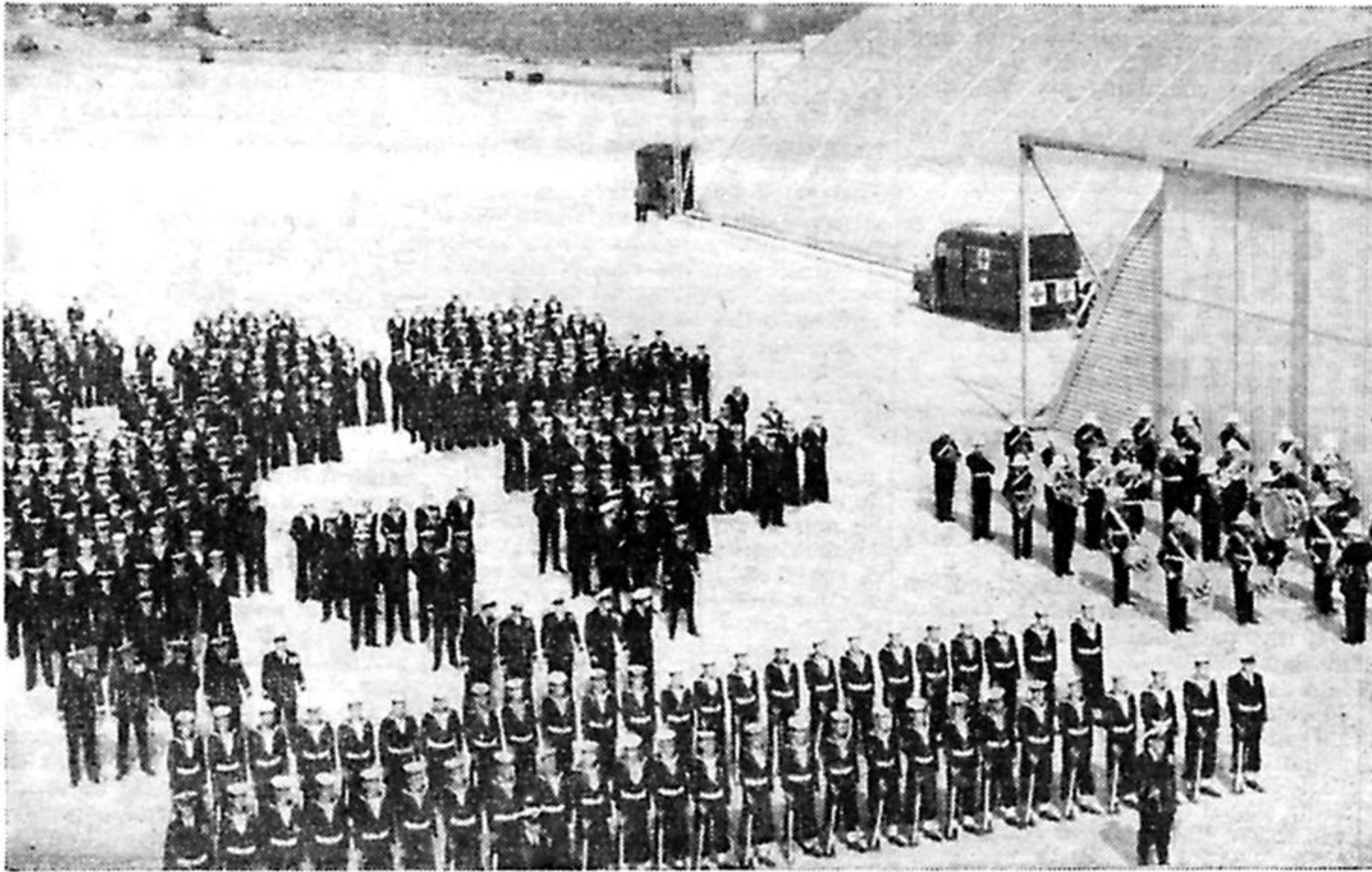
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Naval Heliport Opened at Portland

FORMER OSPREY CAPTAIN—NOW COMMANDER-IN-CHIEF AT CEREMONY

THE Royal Naval Helicopter Station, Portland, was officially opened on April 24 by the Commander-in-Chief, Portsmouth, Admiral Sir Manley L. Power, K.C.B., C.B.E., D.S.O. On his arrival the Commander-in-Chief received a salute from a guard composed of ratings of H.M.S. Osprey, and from the Royal Marines Band of the Portsmouth Division. After inspecting the guard, Admiral Power, accompanied by Flag Officer Flying Training, Rear-Admiral Campbell, Flag Officer Sea Training, Rear-Admiral Crawford and Capt. Pound, the Captain of H.M.S. Osprey, walked round Divisions. On completion of this inspection three helicopters flew low over the landing area in close formation and then turned to execute formation spot landings. The C-in-C. met the aircrews of these aircraft and then retired to the dais in front of the Air Administration building. There he presented "wings" to one observer officer and seven rating U.C.s. (Air).



The scene at the new heliport

The Commander-in-Chief spoke of the great importance of the establishment of the Air Anti-Submarine School at Portland as an integral part of H.M.S. Osprey. After referring to the submarine as one of the greatest threats to the security of the British Isles, the Admiral spoke of the requirement for close co-operation between all the Forces engaged upon anti-submarine operations. He stressed that this co-operation should not be confined to the professional sphere, but was necessary for the day-to-day running of H.M.S. Osprey, and that all personnel should consider themselves of one body.

Admiral Power then went on to speak of his own personal association with H.M.S. Osprey as one of its former Commanding Officers, with the Fleet Air Arm as Flag Officer Aircraft Carriers in 1956 and 1957 and lastly with the Helicopter Station which, in its concept form, he had originally presented to the Board of the Admiralty. After his speech Admiral Power in-

spected the new Air Administration building.

The operation of helicopters is not a new facet of the scene at Portland. Since 1956, at varying periods, and before that for two years at Chickerell, helicopters in different forms and roles have been exercising in the Portland area. However, with the establishment of the Helicopter Station, the operation of helicopters will be continual. For all authorities concerned, the establishment of this base is advantageous because it allows the principal contestants of submarine warfare, namely ships, aircraft and submarines, to work regularly together. The Sea Training Command undertakes all forms of training and working up for ships before joining the active fleet and with the arrival of the Helicopter Squadron the scope of this training is suitably enlarged.

The principal commitments of the Helicopter Station are A./S. training for pilots, observers and seamen U.C. (Air), continuation training for A./S. aircrews, the evolution of Air A./S.

tactics and service as a base for the work-up of newly formed A./S. helicopter squadrons.

For those who knew Portland before the establishment of the Helicopter Station, the transformation is quite marked. The playing fields situated in front of the Fleet Canteen have been converted into a tarmac-covered landing area of some six acres. Situated immediately before the canteen are two hangars each capable of housing eight helicopters. Lastly, to complete the transformation, the canteen itself has been converted into the Air Ad-

ministration Building. Of its type, it is possibly the best that naval aviation has ever had. Large crew rooms, comfortable offices, spacious technical servicing compartments situated in one building, create their own history. In time to come the building will also house Air Traffic Control facilities, which at the moment are in mobile form on the edge of the landing strip.

In fact, all this and the close proximity of the exercise areas make for a bright future for the "seat" of the Air Anti-Submarine effort.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.



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I AM about to be pensioned as a Seaman Chief Petty Officer and am moving from Portsmouth to Newcastle

A free-and-easy holiday home for Service men

AT St. Leonards-on-Sea, two minutes from the sea, standing in its own grounds, is Quarry House, which exists as a leave centre for men of H.M. Forces, including boys. Its amenities include lounges, library, billiards, table tennis room, television and fully licensed club bar.

This is a centre where it is possible to have a cheap, free-and-easy holiday and find amusement to suit everyone's taste, including tennis, bowling, swimming and boating and excursions.

The terms, inclusive of three meals a day, are very reasonable, being 7s. 6d. per day for those under 17½ and 15s. for those over that age if in cabin accommodation and 12s. 6d. if in dormitories.

Applications for accommodation (and advance booking is recommended at leave seasons) should be made to: The Warden, Leave Centre for H.M. Forces, Quarry House, Quarry Hill, St. Leonards-on-Sea (Phone: Hastings 231).

A "Personnel Liaison Team" is set up

AS a further step towards better understanding in the Fleet of the Admiralty's current policies in Naval personnel administration, especially at the more junior levels, a "Second Sea Lord's Personnel Liaison Team" has been set up for an experimental period of 18 months. The team will consist of one lieutenant-commander and one senior chief petty officer. Their function will be entirely advisory and their efforts will be directed towards the interpretation of current Admiralty policy rather than to inquire and report upon opinion in the Fleet. They will have no authority to deal with individual problems and complaints, which will continue to be dealt with in the normal manner.

to take up civilian employment. I will be taking my furniture with me. Will the Admiralty help me financially?

Full details are contained in the Naval Pay Regulations, Article 1630, which your Divisional Officer will show you. Briefly, and subject to certain conditions regarding the date of your move and your eligibility as regards the date when you signed on to complete time for pension, you would appear to be eligible for the cost of the conveyance of yourself, your wife and any children under 16 years and your furniture. Application should be made on form S.413.

★

Can you tell me, please, what is my seniority for advancement purposes? I was disgraced from Acting Petty Officer (temporary) to Able Seaman in 1946 and was reinstated Petty Officer in August, 1949. I have just over four years still to serve. What are my chances of being rated Chief Petty Officer so as to get in the necessary two years to qualify for a Chief Petty Officer's pension?

Your seniority as a Petty Officer will be the date you were readvanced in August, 1949: "temporary" service prior to disrating does not count for advancement purposes.

I am in no position to forecast your chances of being rated Chief Petty Officer, but from time to time an Admiralty Fleet Order is issued giving the state of the advancement roster. The latest one is Admiralty Fleet Order 1207/59.

★

I am a National Service rating and am going to be released after 18 months instead of two years as I originally expected. Can you tell me if I get 24 days' terminal leave?

One day's leave is allowed for each month of National Service: you will therefore be entitled to 18 days' terminal leave.

★

I am living in a married quarter, but have decided to buy a house locally. I have been told that I would not be eligible for Disturbance Allowance when I move. However, I have now got a foreign draft: does this alter the situation?

In the circumstances given you would be entitled to claim the full rate of Disturbance Allowance when your family has moved and you have taken up your new appointment.



Three and a half million slept there

THE Committee of the Trafalgar Services Club, Portsmouth, in presenting the 52nd Annual Report "feels that it can look back over another year in the long history of the Club with a certain amount of satisfaction." A perusal of the interesting report will show that this feeling is not misplaced. During the year 1958 over 84,000 men slept at the Club and 174,131 breakfasts, lunches and suppers were served, not to mention several hundred thousand hot and cold beverages and snacks. It is interesting to note that the grand total of men who have slept at the Club since its doors were first opened on December 14, 1906, is now 3,587,000.

During the year covered by the report extensive modernisation of the kitchen preparing room, etc., cost £3,835 and in addition further heavy expenditure of over £1,714 was incurred by the installation of central heating in the locker rooms, improvements to the Club's Chapel of St. Nicholas, installation of better lighting in the cabins, fitting of Yale locks and keys to cabins and the installation of basins with hot and cold running

water in each of the 18 bed/sitting-rooms.

During 1959 further major improvements to the Club will be taken in hand at a total cost of approximately £4,500. These include the replacement of the present solid-fuel sectional boilers by a modern automatic oil-fired system. Other improvements include refurbishing the writing-room, improvements to the restaurant, modernising the bathrooms and painting of cabins, curtaining windows, etc.

It must have given considerable satisfaction to the committee to be able to reduce the debt that the Trafalgar Club owes to its parent association—The Church of England Soldiers, Sailors and Airmen's Clubs—by a further £2,000. The committee reports that the day-to-day costs of running a large club of this kind are still increasing year by year but the committee is determined to do everything possible to ensure that the Trafalgar shall continue to keep its present high standards of comfort and efficiency.

During the year the sum of £73 was received in donations from ships' welfare committees. The number of men using the Club should surely commend the Club to ships' welfare funds whenever they have funds to disburse.

Six days of 'go as you please' for half a crown

(BY OUR SPECIAL CORRESPONDENT)

HOW often the young Sailor of today must have sat, all goggle-eyed, listening to old "Stripey" reminiscing about the good old days. Or, perhaps in his local pub, enthralled, heeding the words of a retired mariner, talking of the days when a "Blue" cost twopence halfpenny a bottle? The young Sailor must have sighed and thought, "How can I possibly bore my grandchildren with similar tales, when nothing of the like exists today?"

I maintain, that the ingredients for future nostalgic memories are here, in the Krendi Rest Centre, Malta. Here, for the small sum of half a crown the modern Sailor can enjoy six days of freedom from service routine. Complete with four meals per day, plus his "tot." He can come and go as he pleases, get up or stay in bed. The more energetic can have the use of an extensive range of sports equipment all free of charge. This equipment includes a football pitch, cricket nets, tennis, crazy golf, under-water swimming gear, badminton, table tennis, jokari, skittles, bicycles, boxing gear and the usual range of indoor games, including billiards.

In a modern acoustically designed cinema, for an additional small charge, he can enjoy panoramic or black and white film presentations. A different programme every night. After the film show, the Sailor can while away the balmy summer evenings amidst garden surroundings and atmosphere. Here, beneath the flowering Oleanda and Bougainvillea he can drink his beer, sing his songs to an audience of goldfish lazily making their way around the fronds of the water-lilies in the illuminated pool. In the jasmine scented night air the Sailor can indulge in such gastronomic treats as fried egg or bacon sandwiches which are supplied at a moderate charge by N.A.A.F.I. During the day he can watch the curious antics in the budgerigar aviary or sit beneath coloured beach umbrellas on the N.A.A.F.I. roof canteen.

The accommodation takes the form of airy Nissen huts, sleeping 16 in each hut. The chief petty officers and petty officers enjoy four-berth cabins with a private bar and dining room, where Malta-weave tablecloths add a homely touch.

I'm sure that in 1981 Little Brother will still be regaled with tales of the "good old days," Krendi supplying the medium. All this for half a crown or, in the case of the senior rating, three shillings for the whole six days. If the Sailor stays with us longer than six days, then the charge of admission is adjusted accordingly to three shillings, and for senior ratings three and sixpence. Fantastically wonderful, isn't it? —C. E. M.

CHIEF WREN MAKES HISTORY FOR DAUNTLESS

CHIEF WREN Glory England made history for H.M.S. Dauntless on May 4 when she was presented with the British Empire Medal by Rear-



C.P.O. Wren Glory England being presented with the British Empire Medal by Rear-Admiral J. Y. Thompson

Admiral J. Y. Thompson, Admiral-Superintendent, Chatham.

The presentation was made at General Divisions, in the presence of members of Chief Wren England's family and many of her friends. The citation was as follows:

"Chief Wren England has served in the Women's Royal Naval Service since 1940. She has steadily progressed to higher rating, showing great tenacity of purpose, and has an exemplary record of enthusiastic, hard-working conscientiousness, excellent influence and firm and tactful control of her staff. She is of the calibre of the best senior ratings of the Royal Navy in strength of character, humour, integrity and reliability, and junior ratings of all categories turn to her for encouragement, sympathy and advice."

Battle between nuclear submarines

NAVY PUTS ON 'WARFARE OF THE FUTURE' AT ROYAL TOURNAMENT

Episodes from Battle of Quebec

FOR the first time in its history, the Royal Tournament is this year looking forward to the possible future. The Royal Navy will be giving a display of what a battle between nuclear submarines and a nuclear attack on a convoy might be like within the next decade.

This display given by the Royal Navy Submarine Command and H.M.S. Vernon tries to illustrate two aspects of the use of nuclear submarines in some mythical future war: attack, with ballistic missiles and convoy protection against such an attack. The spectators are asked to imagine that Britain is engaged in global war and a convoy for Britain is escorted by a nuclear submarine, a helicopter carrier and four frigates. The various scenes depicted in this imaginary action show how the escort force commander is warned, how the enemy is located, how an enemy submarine comes to the surface to fire at the convoy and its subsequent destruction, after its position has been fixed by the helicopter's submarine detectors, by Dreadnought's homing torpedoes.

Her Majesty the Queen will be visiting the Tournament on the afternoon of June 9. The Duchess of Gloucester will be present on the afternoon of June 11, the Duchess of Kent on the evening of June 8 and the Princess Royal on the afternoon of June 6. Other occupants of the Royal Box will be the First Lord of the Admiralty on the evening of June 5; the C-in-C, the Nore, on the evening of June 11; the Second Sea Lord on the afternoon of June 17; the Commandant-General Royal Marines on the evening of June 19; and the First Sea Lord on the afternoon of June 20.

This year is the 200th anniversary

of the taking of the Heights of Abraham, which led to the fall of Quebec. The Royal Sussex Regiment, which took part in the battle at Ottway's Regiment, will be giving a representation of the action. For the first time a unit of the Canadian Army will be taking part in the Tournament.

The R.A.F. and Army combine to give a parachute display—there will be several descents into the arena by full-sized parachute. Another show by the R.A.F. is of the new science—outside the circus—of trampoline gymnastics. The Women's Services are combining to give a club-swinging display.

Other items on the programme are the Royal Naval Field Gun Competition—an enduring favourite—as is also the Royal Horse Artillery's Musical Drive. The Royal Marines will be giving a drill exhibition, and there will be a motor-cycle display.

There are three trophies awarded in the Royal Naval Field Gun Competition, but unquestionably interest will be centred on the Fastest Time Cup, now held by Devonport with a record time of 3 minutes 10½ seconds.

Although a quarter of a million people visit Earls Court each year to see the Tournament, this year's Royal Tournament promises to be as full of skill, thrills, music and pageantry as any of its forerunners.

All the nice girls love a Player's



Player's
please everyone



With Ceylon in the Far East

THE latest news of H.M.S. Ceylon to appear in the "Navy News" was in late October, when she took part in the evacuation of troops from Jordan. The "Navy News" correspondent on board now brings the journeyings of this fine cruiser up to date.

The Cameronians embarked at Aqaba were landed at Mombasa on November 9 after an uneventful journey.

The first impressions of Mombasa recorded were how green and pleasant a place it looked after the dry, sandy places where Ceylon had come from. Mombasa is the home of many different races: Africans, Indians, Chinese, Arabs and Europeans form the main communities, and it was possible to drive to different sections of the town and see many modes of life, from the luxurious to the more squalid. Equally varied, of course, were the foods to be obtained.

After eight days at Mombasa, the ship sailed for Singapore and on re-crossing the equator had its "Crossing-the-Line" ceremony. (Although the ship had crossed the Line on the journey to Mombasa, the ceremony was postponed until the return journey when there would be more space available after the Cameronians had left the ship.) The ceremony followed the usual form and nearly everyone had a pill and a ducking. Finally, of course, the court themselves suffered.

Meeting up with H.M. Ships Albion and Chichester and several Fleet Auxiliaries, there were exercises lasting the final week of the passage to Singapore, arriving there on November 29. It had taken four months to reach the ship's base after leaving Portsmouth at the end of July.

At the Naval Base in Singapore it was dockyard life again. Lots of sport was available in the extensive and attractive dockyard grounds, which

also hold a cinema, club and swimming pool. At the end of its stay the ship went round to the Roads for two days and was open to visitors. A fortnight before Christmas Ceylon sailed for Hong Kong, exercising with H.M.S. Albion and other ships during the passage.

On arrival at Hong Kong the first impression was "How wonderful to be alongside right in the centre of the town." Runs ashore quickly showed that the night life, beer and "rabbits" all competed very hard for everyone's money.

Christmas was an enjoyable time. The traditional rounds were made and photographs reveal that they were "up to scratch."

After New Year the ship sailed again for Singapore and then on to the Andaman Islands and Calcutta. The Duke of Edinburgh was met here unofficially and during the next six weeks those on board saw quite a lot of him officially. On leaving Calcutta Ceylon returned to Singapore in order to be able to lead the Royal Escort ships for the Royal Yacht's visit to Singapore. After this, having taken the Queen's Colour on board, the yacht was escorted from Singapore and the cruiser sailed to Hong Kong to meet it there.

At Hong Kong a Royal Guard was provided by H.M.S. Ceylon and these men also participated in a combined Service Review at Kai Tak airfield.

More exercises followed with ships of many nations when Ceylon left Hong Kong.

NEPTUNE'S SCRAPBOOK



Rear-Admiral K. R. Buckley, M.I.E.E., M.Brit.I.R.E., has been appointed Director of Engineering and Electrical Training and Chief Naval Electrical Officer.

Rear-Admiral C. H. Hutchinson, D.S.O., O.B.E., has been appointed Director-General of Personal Services and Officer Appointments in succession to Rear-Admiral G. A. F. Norfolk, C.B., D.S.O., the appointment to take effect in July.

Rear-Admiral R. S. Foster-Brown, C.B., has been placed on the Retired List to date May 22.

Rear-Admiral J. Lee-Barber, C.B., D.S.O. and Bar, has been placed on the Retired List to date May 25.

Miss H. Moore, R.R.C., has been appointed as Matron-in-Chief, Queen Alexandra's Royal Naval Nursing Service, in succession to Miss B. Nockolds, C.B.E., R.R.C., Q.A.N.S., to date July 14.

Captain R. Casement, O.B.E., R.N. (ret.), has become secretary to the Council of the Sea Cadet Corps in succession to Captain E. W. Bush, D.S.O. and two bars, D.S.C., R.N. (ret.).

Capt. W. C. Shepherd, R.D. and Clasp, R.N.R., has been appointed a Royal Naval Reserve Aide-de-Camp to the Queen from April 29 in succession to Capt. R. V. E. Case, D.S.O., D.S.C. and Bar, R.D. and Clasp, R.N.R.

The Director of the Naval Education Service (Rear-Admiral J. Fleming) visited the Gosport Mechanical Training and Repair Establishment, H.M.S. Sultan, during May.

Cdr. H. C. N. Goodhart, Royal Navy, took first place in the Inter-Services Gliding Championships which took place at Lasham. Cdr. Goodhart was also second in the British Gliding Championship.

H.M. Ships Ceylon, Cheviot and Cossack and H.M. R.N.Z.N.S. Royalist recently visited Yokohama and Tokyo during a good-will visit to Japan.

H.M. Submarine Token has recommissioned under the command of Lieut.-Cdr. D. A. Wooding. After working up with the Third Submarine Squadron at Faslane, she will join the First Submarine Squadron in Malta.

It would appear that the suggestion of Rear-Admiral W. G. Crawford that Portland Navy Days this year be held at Whitsun was an outstanding success, the weather, which will always affect attendances, having smiled favourably on this occasion. It was certainly thoroughly enjoyed by a party from the Bournemouth and Poole White Ensign Associations, who journeyed to Portland on Whit-Sunday with their families and friends.



"A room with a bath, please. . ."



Lovely 18-year-old Windmill girl Christine Fraser appears as a lamb in the gay spring-like opening to the new production at the Windmill Theatre. Picture shows her in her lamb's costume—complete with tail. Christine has brown hair and grey eyes and her measurements are 34 in., 24 in., 35 in.

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The memorial in a Dover cemetery

ZEEBRUGGE MEMORIES IN THE QUIET OF AN ENGLISH CEMETERY

FORTY-ONE years have passed since one of the greatest epics in our Naval history. Nevertheless, as in former years, those who fought at Zeebrugge on that famous St. George's Day in 1918 were remembered in the annual St. George's Day Ceremony at Dover.

In glorious spring weather the company, which included the Dowager Lady Keyes and Lord Keyes, assembled at the Town Hall. Here the Mayor of Dover (Alderman L. Eckhoff, J.P.) started the proceedings at noon by sounding eight bells on the Bruges Bell. (The Bruges Bell which was taken by the Germans from Bruges in the early days of the First World War and placed as a warning bell at the end of the Zeebrugge Mole, was presented to the people of Dover by the

people of Bruges and now hangs as a permanent memorial overlooking the main street of Dover.)

The Company then proceeded to the Cemetery behind the Cliffs of Dover where lie the graves of the Zeebrugge fallen, the Zeebrugge Memorial, the Memorial to Admiral Lord Keyes and his Commando son (Lieut.-Colonel Godfrey Keyes, V.C.) and Admiral Lord Keyes' grave.

Here the Major's Chaplain (the Rev. T. E. Roberts, B.A., R.D., R.N.R.) conducted a short but most impressive service in the presence of the Dowager Lady Keyes and Lord Keyes, Zeebrugge veterans and relatives of those who fell or have since died, representatives of the Royal Navy, Royal Marines, the Army, the British Legion, Sea Cadets, Boy Scouts, etc.

Buglers from the Royal Marines School of Music, Deal, sounded the Last Post and Reveille and wreaths

were laid on the Zeebrugge Memorial on behalf of the Mayor, Corporation and Citizens of Dover, the Commander-in-Chief, officers and men of the Nore Command, the Royal Marines, the Army, the Zeebrugge-Ostend Officers' Dining Association, the British Legion, the Prince of Wales Sea Training School, etc. A particularly personal wreath was that laid on the grave of Admiral Lord Keyes "To Our Leader" on behalf of the surviving members of the Zeebrugge-Ostend Officers' Dining Association.

After the ceremonies, Lady Keyes stayed awhile to chat to the Zeebrugge veterans and relatives. Then, preceded by the Mayor, the Company slowly dispersed from the Cemetery with thoughts that it is such men as these who by their actions have made Britain great. Long may we be spared to honour these heroes of the not yet too distant past.

Battle of the Atlantic is remembered

AT Liverpool Cathedral on May 3, the first of what is hoped will become annual services to commemorate the Battle of the Atlantic was held.

During the service the bell of the last H.M.S. Liverpool, now being broken up in Scotland, was handed over to the Dean of the Cathedral by the Commander-in-Chief, Plymouth, Admiral Sir Richard Onslow, as a memorial to those who lost their lives during this long battle.

After the service Admiral Onslow took the salute at a march past of Naval units, cadets and W.R.N.S. Reserve, and the procession marched from the Cathedral to the Pier Head accompanied by the band of the Royal Marines, Plymouth.

On the following day Admiral Sir William Slayter, who commanded the cruiser Liverpool in 1941 and 1942, presented silver from the ship to the Liverpool Corporation. The presentation was made to the Lord Mayor in a room overlooking the war-time headquarters of the Commander-in-Chief, Western Approaches.

SCANDINAVIAN VISITS FOR HOME FLEET

The Commander-in-Chief, Home Fleet (Admiral Sir William Davis, K.C.B., D.S.O. and Bar) arrives at Stockholm in his flagship, H.M.S. Tyne, on June 2 for a formal nine-day visit to the Swedish capital. Other units of the Home Fleet visiting Stockholm at the same time as part of their summer cruise will be the Sixth Destroyer Squadron—H.M.S. Cavendish, H.M.S. Carysfort and H.M.S. Contest—and the frigate Exmouth.

After leaving Stockholm H.M.S. Tyne with the Commander-in-Chief still embarked is to go on to Aarhus, Denmark, where she will be from June 12 to 16, and to Oslo from June 17 to 24. The aircraft carrier Victorious will be at Oslo for three days of the Tyne's stay there.

On June 25 Admiral Davis is to transfer his flag to the fast minelayer Apollo for calls until July 5 at other Norwegian ports.



major refit?

After some time at sea, stationed abroad, or just 'every so often', it's natural that you should feel like some new clothes. At times like this the Willerby service really comes into its own. A new suit? There's a splendid range of styles and cloths to choose from, made to measure and ready to wear. New number ones? You can be sure, at Willerbys, of personal service combined with real Naval smartness. You'll find the prices very reasonable too, and if you prefer to wear as you pay, there is our allotment scheme. See Mr. Brian Guttridge, or Mr. S. P. Dunkin, our naval representatives, when they visit your establishment, or write, or call in when you're next on shore, for the leaflet describing Willerbys special service for men and women in the Navy.

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NAVY'S LARGEST CRUISER IN SERVICE AGAIN

Bedside Lamps

H.M.S. BELFAST, the Royal Navy's largest cruiser, recommissioned in H.M. Dockyard, Devonport, on May 12, for service on the Far East Station. She has just completed a long refit, during which she has been extensively modernised.

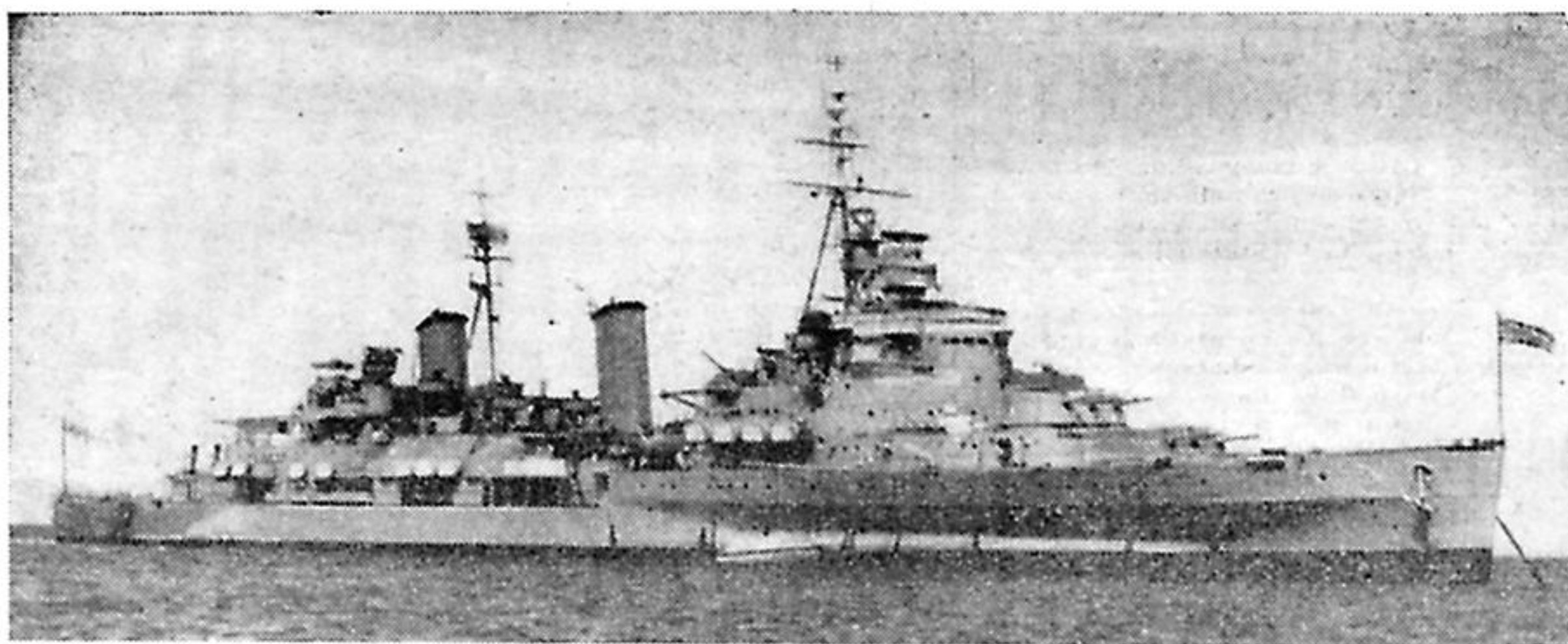
A new operations room has been built to greatly increase her fighting efficiency, and much of the armament has been modernised. A great effort has also been made to improve living spaces. Three-tier bunks have been fitted, and there are others which by day can be converted to settees—all fitted with bedside reading lights.

Under the command of Capt. J. V. Wilkinson, D.S.C., G.M., R.N., her peace-time complement is 52 officers and 658 men, including 40 Chinese who, among other duties, will man the laundry.

Launched by Mrs. Neville Chamberlain on March 17, 1938, H.M.S. Belfast took an active part in the Second World War. In November, 1939, she was severely damaged by a magnetic mine. Later she distinguished herself in the hunting of the Scharnhorst, being the first ship to detect the German cruiser on her radar and then helping to sink her. Her post-war years have been spent mostly in the Far East, notably in the Korean War.

The ship has a long association with the city of Belfast and the Lord Mayor and Lady Mayoress (Alderman Major and Mrs. McKee) made a special visit to Devonport to attend the commissioning service. The Commander-in-Chief, Plymouth, Admiral Sir Richard Onslow, K.C.B., D.S.O., and the Commodore of the Royal Naval Barracks, Commodore T. L. Eddison, D.S.C., were also present.

Naval Airman Thomas Meighan Craig (20) was killed instantly on May 26 in H.M.S. Victorious during Operation "Shop Window." He was struck by an aircraft which was being catapulted from the ship.



H.M.S. Belfast—a photograph taken in 1956



The Flag Officer Atlantic Coast, Rear Admiral H. F. Pullen, O.B.E., C.D., R.C.N., visited the Fort Blockhouse Headquarters of Rear Admiral B. W. Taylor, C.B., D.S.C., Flag Officer Submarines, on May 4, for discussion of submarine matters of mutual national and N.A.T.O. interest. Admiral Pullen also spoke with Canadian officers and men at present serving in submarines of the Fifth Submarine Squadron at H.M.S. Dolphin

Those who wish to serve in a nuclear submarine should study a recent Admiralty Fleet Order (1015/59) which contains the additional conditions necessary.

Commodore replaces Flag Officer Middle East

With the ending of the Cyprus emergency there is no longer need for an officer of Flag rank to carry out the duties performed by Flag Officer Middle East.

When the appointment of Rear Admiral A. C. C. Miers, V.C., C.B., D.S.O., ended on May 13 he was replaced by a Commodore whose official title is Commodore, Cyprus.

Capt. D. H. R. Bromley, D.S.C., who is at present serving on the staff of Flag Officer Middle East, has been appointed to the new post with the rank of Commodore.

Veterans of Zeebrugge in Belgium

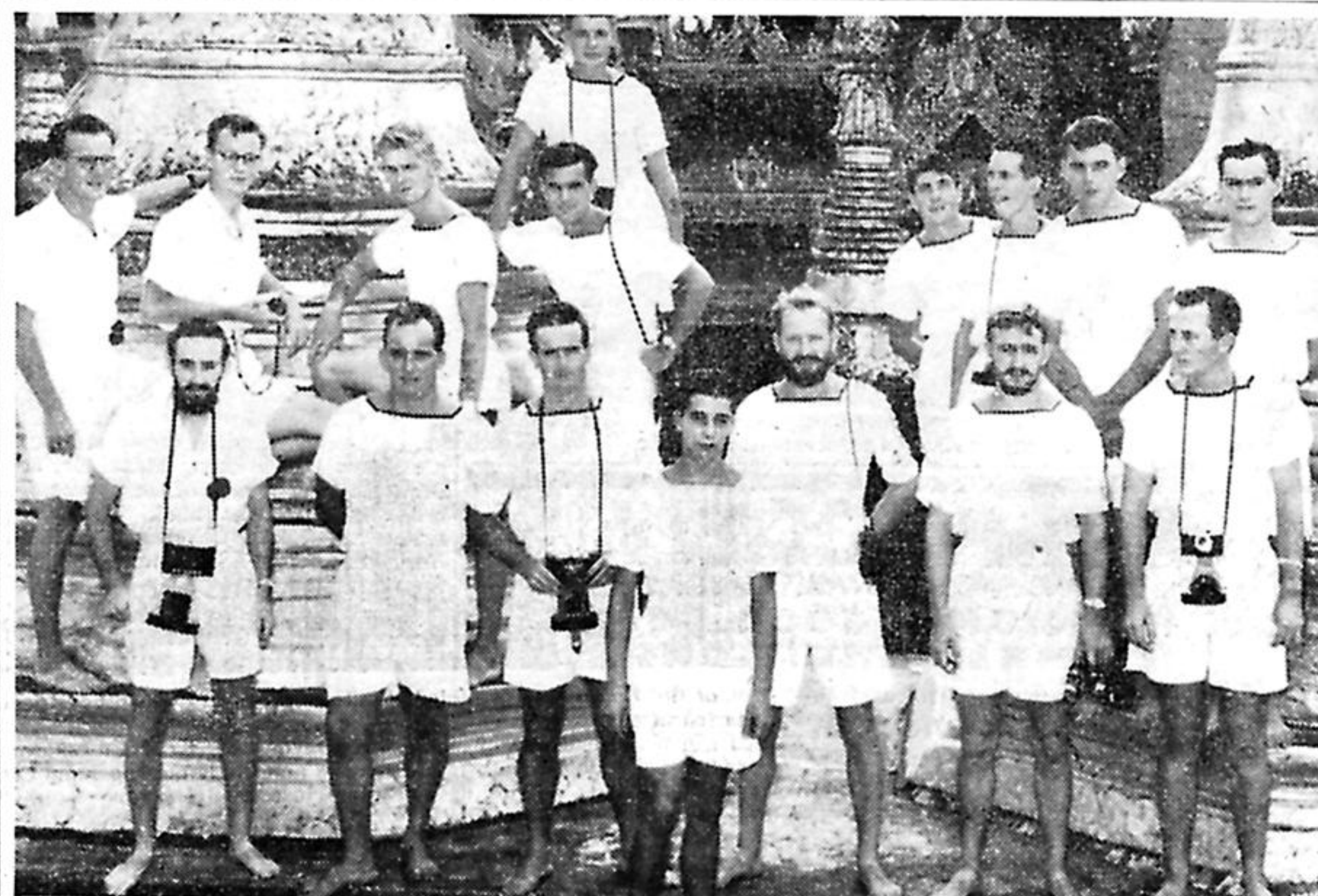
ONE of the most spectacular exploits of the First World War was marked recently by the celebration of its 41st anniversary at Zeebrugge on April 27. Briefly, the action, which culminated in the blocking of both entrances to the Brugge Canal, was as follows: H.M.S. Vindictive, aided by H.M.S. Royal Daffodil, laid alongside the mole at Zeebrugge on the night of April 23, 1918 (St. George's Day). Landing parties created a diversion while M.L.s. and C.M.B.s. laid a smoke screen to obscure the operation. Two blockships, the Intrepid and Iphigenia, were manoeuvred into the canal entrance and sunk. A similar operation on the same night to block the other entrance failed. However, an attempt made in the following month, using H.M.S. Vindictive as the block ship, was successful.

H.M.S. Paladin (Cdr. K. Lee-White, M.B.E., Royal Navy) was privileged to provide a Royal Navy Guard of Honour on the anniversary of this memorable occasion, when those who gave their lives were remembered. The annual commemoration took place on Zeebrugge town square, where a memorial is situated. In addition to the guard paraded by H.M.S. Paladin were many other representatives, including a guard drawn from the Belgian Navy and bands of both the Royal Marines and the Belgian Navy.

There were some 20 veterans of the original exploit at the ceremony, having taken passage from Harwich in H.M.S. Paladin. Wreaths were laid and a short prayer was said, followed by the sounding of the "Last Post" and then "Reveille." Finally the bands rendered the Belgian and British anthems, completing a noble tribute to the memory of those who gave their all.



The Metropolitan Archbishop of Malta, Mgr. Michael Gonzi, K.B.E., embarked in the Commander-in-Chief's despatch vessel, H.M.S. Surprise, on April 20, for a journey to Rome where he was received by His Holiness the Pope and later by Her Majesty The Queen Mother. The photograph shows His Grace the Archbishop on board H.M.S. Surprise. Also in the photograph are Mr. J. Cini, canteen manager from Hamrun, Cook (O) S. Coppola, from Senglea, Lieut.-Commander D. O'Reilly, Dr. Farrugia and Father Pace



Some members of H.M.S. Alert at the beautifully carved and decorated Shwe Dagon Pagoda, Rangoon, May, 1959

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Eagle's long commission ends on a vintage note

A HAPPY, WELL RUN CARRIER

"YOU'VE had, and are part of, what I call a vintage commission. You can be proud of having served in as efficient, happy and as well run a carrier as any I've known in over 20 years' experience of carriers," said Vice-Admiral Charles L. G. Evans, C.B., C.B.E., D.S.O., D.S.C., in his farewell speech to Eagle's ship's company on May 5.

"The signal honour of Her Majesty the Queen's visit was a fitting reward for your hard work over the past two years, and as a person who had almost nothing to do with the arrangements I can say that it was an abounding success in all respects. I know the Queen enjoyed the visit, and the smooth organisation and excellent flying were no less than I have learnt to expect from Eagle."

A week after these words were spoken over a fifth of the ship's company left Eagle for the last time and the "pay-off" which will continue in stages until November, started. Then the dockyard will take the ship over for a modernisation lasting well over two years, and Eagle will emerge ready to operate all the modern range of aircraft and equipped with the latest weapons and radar.

The visit of Her Majesty the Queen was the highlight of a commission which lasted over 27 months. This unique honour of the visit by a British monarch to a single ship came about through Her Majesty's personal relationship with the ship, for she launched Eagle on a windy day in March, 1946, when Princess Elizabeth. It also marked the end of the first part of Eagle's life and the fact that for nearly eight years she has been one of the two largest units in the fleet, and it may be taken as a recognition of the services of the many thousands of men who have served in her.

INFORMALITY

By Her Majesty's own wish the keynote of the visit was one of informality, and this was given added impetus when the night before it was announced that the Prince of Wales was accompanying his mother.

As the Royal Barge approached between two lines of ships from Weymouth the crash of the 21-gun Royal Salute reverberated across the bay, but the occasion became a reality to Eagle's ship's company when the lift rose to the flight deck bearing Her Majesty and Prince Charles. After inspecting the Royal Guard of the whole Royal Marine Detachment, Eagle's guests drove slowly round the flight deck in a Land-Rover before the whole ship's company.

Whilst Eagle and her two escorts, Duchess and Delight, got under way, Her Majesty made a strenuous tour of messdecks and accommodation, in the course of which she met and spoke to no fewer than 150 officers and men. It was a happy light-hearted tour, which soon showed how well the Queen knew the ship and how keenly she had followed all the vicissitudes of this long commission. And it was clear that she was pleased with the appearance of her ship and the cheerful manner of her people. During Her Majesty's tour Prince Charles had made one of his own, which included a session at the throttles in the engine room, controlling a Bofors mounting, taking over the wheel, and a drive in one of the flight deck tractors.

MASS TAKE-OFF

By the time the tour was complete the ship was sufficiently far out to sea to enable Her Majesty to witness a mass take-off of 33 aircraft for a flying display. The climax of the display was a flypast of 24 Venoms and Hawks in the formation of the Royal Insignia E. II R.

After lunch Her Majesty took the salute at a march past of the whole ship's company. The two youngest members then presented some presents on behalf of everyone on board to Her Majesty, silver rosebuds for herself and the Duke of Edinburgh for use in the Royal Yacht; and to Prince Charles, for his own use, a miniature rum tub adapted as a stud box, as well as a gold bracelet with the ship's crest as pendant for Princess Anne.

It had been planned that everyone on board, all the 2,350, would have the opportunity of seeing Her Majesty at close quarters at least once during the day and that she should meet as many of the men and see as much of the ship as possible in the time. As planned, so it proved to be, for not one foot was put wrong throughout the day, and as Eagle sailed from Portland flying her paying-off pendant and ranging her aircraft for their farewell take-off, there came a signal from the Queen which formed a fitting climax to the commission.

"I greatly enjoyed visiting Eagle with my son, the Prince of Wales, at the end of what has been a happy and highly successful commission. I was much impressed by the fine bearing of Eagle's ship's company and by the high standard of the flying display. I was also pleased to see the smart appearance of the escorting ships and those which I passed this morning. Please convey my congratulations to all officers and ratings under your command. Splice the mainbrace."

Apart from the memory of Her Majesty's visit what will anyone who served in Eagle's last commission remember? . . . The visits to Vigo, Istanbul, Naples and Brest, but above all to Barcelona will almost certainly be on the list. The Asian 'flu epidemic during the work-up just before the giant exercise Strikeback will also probably stay in some minds. But for most the memory which will remain as long a time as any other is of the many days and weeks off Cyprus, the heat and discomfort on board, the bathing ashore on the beaches at Akrotiri and Famagusta, and above all the tremendous flying programme with no let-up. No doubt when the details of the many exercises in which the ship took part have faded, few will forget the 10,000th sortie achieved in record time, to be followed by a record total of 13,596 fixed wing sorties. The intense flying over the last 18 months, hard and dull though it may have been, provided its own reward, for it was this which gave everyone on board a fine self-con-

fidence and the feeling that Eagle could tackle anything.

A HAPPY CARRIER

But the secret of a happy aircraft carrier is no different from the secret of any other happy ship, and it is best described in this extract from the ship's End of Commission booklet—"And we took away with us the most important lesson of the commission—namely, that everyone mattered. For a ship, and especially a modern carrier, to be happy and efficient, it is vital that everyone does his job well — be he officer or rating. It is often the man with the least spectacular task who can cause more dislocation if he fails than can the man in the limelight, and this lesson we have all learned. It was because this truth was kept in the forefront that we can look back with pleasure on a happy commission."

"It was a long commission. We joined for a tour of 17 months and stayed for one of 27. It was a successful commission. And a man need ask nothing more of it than to look back and be able to say to himself, 'She was a good ship and I helped to make her so.'"

Commended

A/WRITER P. Suter and L.E.M. A.J. Butters, both of H.M.S. St. Angelo, have been commended by the Commander-in-Chief, Mediterranean (Admiral Sir Alexander N. C. Bingley, K.C.B., O.B.E.) for their prompt action in going to the assistance of a dhghaisa which had been in collision with an L.C.A. near Customs House Steps, Grand Harbour, Malta.

The dhghaisa was badly damaged and the occupants were thrown into the water and were in great distress.

On hearing their cries for help, Butters and Suter both dived into the water and successfully rescued those who were in difficulties.



Her Majesty and the Prince of Wales chatting with Lieut.-Commander Mills. At the right is Capt. Frewen and in the background is Vice-Admiral Sir Charles Evans

New scheme for helicopter pilots

A SPECIAL five-year commission on the Supplementary List of the Royal Navy is to be introduced for young men who wish to serve as helicopter pilots.

Volunteers, who must have the G.C.E. with passes at ordinary level in Mathematics, English language and two other approved subjects, will undergo the usual flying aptitude test, interviews and medical examination, except that pressurisation tests will naturally not be necessary. The age limits are from 17 to 23 years of age.

After preliminary general naval training at H.M.S. Thunderer, Manadon, Plymouth, successful candidates

will carry out basic flying training at R.A.F. Linton-on-Ouse, where other naval pilots are trained, followed by 14 weeks' helicopter conversion course and three weeks' anti-submarine course at shore naval establishments. On completion of this there will be a further 14 weeks' operational flying training at the newly opened naval helicopter station at Portland.

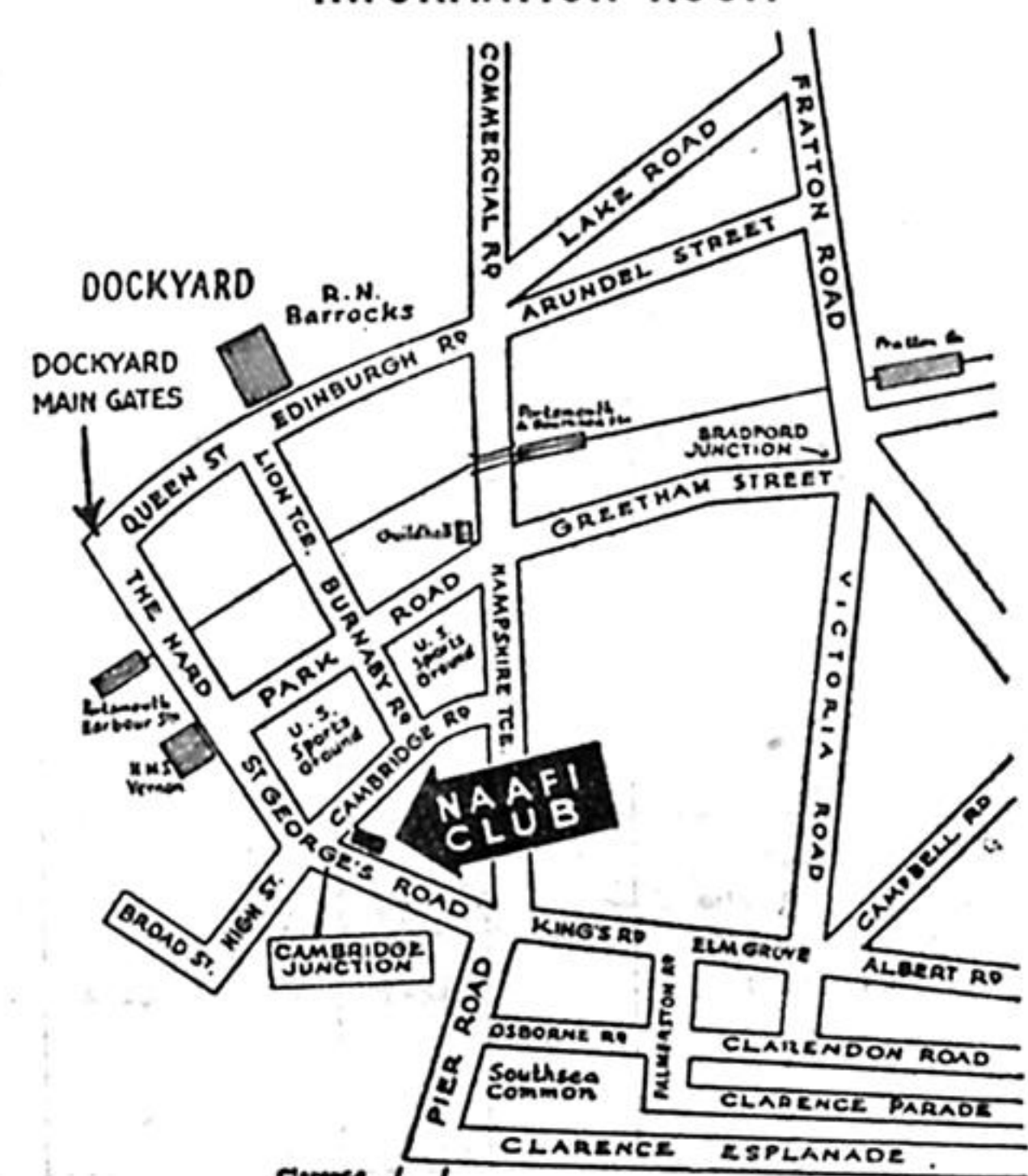
Entry will be in the rank of Cadet with promotion to Midshipman, Sub-Lieutenant and Lieutenant in accordance with the usual rules. Pay, including flying pay, will be as for other officers of similar rank employed as pilots. A gratuity of £675 will be payable on completion of the five-year period, when officers will be placed on the emergency list for four years.

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Shape of Ships to come



This modernistic-looking craft is a model of one of the Royal Navy's guided missile ships, two of which have been laid down, while the building of a third will be started later this year.

The four guided missile ships at present planned will bear the names of Hampshire, Devonshire, Kent and London.

These ships will be the first to join the Fleet fitted with Seaslug surface-to-air missiles and the launching ramp can be clearly seen on the quarter-deck. Launchers for the Seacat missile, designed for close air defence, are located abreast the after funnel and are just discernible on this photograph. The landing space for the helicopter carried by this class of ship is at the after end of the upper-deck.

Of 5,500 tons (full load) and carrying four 4.5 inch guns in two twin turrets forward, these ships will be propelled by combined steam- and gas-turbine machinery of exceptionally compact and light design, enabling the amount of fighting equipment carried to be increased. The squat, raked funnels and stump masts give these ships an impression of great speed, and it is understood that they will have exceptional endurance.

GIFTS TO T.S. ALBION

DURING a recent parade of the T.S. Albion Sea Cadets, Smethwick, the unit had the pleasure of meeting with shipmates of the recently formed branches of the Royal Naval Association, namely Smethwick Branch and the Ladywood Edgbaston Branch.

During prayers and divisions, the shipmates of these branches watched with pride the nautical preparation of these cadets for sea careers.

The Master at Arms of the unit who, by the way, is chairman of the Smethwick Branch, introduced the shipmates to the Commanding Officer, Lieut.-Cdr. Merry, who has the honour of being president of the Smethwick Branch. The Commanding Officer then introduced the shipmates to the ship's company and to their surprise a very impressive little ceremony followed.

Lieut.-Cdr. Merry received from Shipmate Lowe of the Smethwick Branch a model of the Golden Hind made by himself and from Shipmate Beasley of the Ladywood Branch a bell rope, a work of art, from the hands of that shipmate. In accepting the gifts on behalf of the unit the Commanding Officer thanked the donors. In his address to the ship's company he told them: "Having left the service the love of the sea and the close relationship with other branches of the R.N.A., they have accomplished and carried out their duties voluntarily in the R.N.A. for the essence of good fellowship and the betterment of mankind and, when called upon, to assist with the smooth-running of Sea Cadets' units."

Other shipmates taking part in the presentation were Shipmates Sweeney, secretary of the Smethwick Branch, and C.P.O. Simkiss of the Birmingham Central Branch.

When a jet plane crashed off the flight deck of H.M.S. Centaur on May 27 the pilot was killed. The observer was picked up by H.M.S. Llandaff. The aircraft also knocked a rating over the side. He was picked up by helicopter.

'What time is it?' nearly brought disaster BORER BEE MAKES ADEN

LIEUTENANT - COMMANDER Edward Wilmot Atkinson and Able Seaman Frederick Dennis Fisher, who, as reported in the March and April issues of "Navy News," are sailing a 24 ft. Bermudan sloop, which Lieut.-Cdr. Atkinson had built in Singapore, home to Emsworth, reached Aden on April 23.

From Singapore the Borer Bee made her way via Penang, in Northern Malaya, to Colombo, Ceylon, and then by way of Minicoi, Laccadive Islands, to Aden. On the way the small sloop experienced a 36-hour gale, was becalmed, was driven back 40 miles during one night and on one occasion narrowly escaped being involved in a collision with a tanker.

Of the hazards they encountered, the men claim that the time they were most worried was when the tanker almost came into contact with their craft. At one stage of the journey their chronometer let them down and they were left with no way of correcting their course during the day—they had only one chance, that of hailing a passing vessel and asking for assistance in the matter. Their luck was in, for, despite the fact that the wireless on the Borer Bee had failed, a British tanker was asked for a time check. After deciding not to flash an answer, the tanker came towards the Borer Bee, which hove to to await a reply. In the swell it proved difficult to get the two vessels close enough for some time and when they did come within hailing distance the Borer Bee very narrowly missed being struck against the vessel. However, a time check was obtained and once more the sloop set a confident course for Aden.

Stopping at the island of Minicoi to take on extra fresh water for the journey across the Arabian Sea, the men found that they had encountered a real "desert island." On the atoll, five miles by a half-mile at its widest,



Borer Bee and her crew at Aden

they found a settlement of people who were at first very wary of the "white men" and the children found the experience too much and ran away in terror. Fruit juice, a kindly word in a language they did not understand and a friendly smile soon brought them back again, and by the time the sailors left for the next stage of their journey they had struck up a firm friendship.

SPARE TIME?

How did the men spend their time on the voyage? A system of four-hour shifts was devised and the cooking was done by the person off duty. Although, as the Commander stated emphatically, they did not have much spare time at all, the sailors were able to

find time to read a few books and also to fish for the pot. Did they get bored with each other's company at all? "Not in the least," said the Commander.

A.B. Fisher could not praise the small vessel enough as he gazed at her affectionately in the harbour. "During the voyage she did not ship a drop of water the whole time and she rode everything we encountered very well indeed."

"I did not miss 'shore cooking' while on the craft and in fact we had meals differing only slightly from those on land. We baked our own bread and although neither of us is a great cook we prepared some very appetising meals on our small pressure cooker."

Taking advantage of the leave due to them, the sailors are to continue their voyage to England, travelling via the Suez Canal, Malta, the Gulf of Lyons, the inland waterways of France and finally the English Channel, to Emsworth, Portsmouth.

Frederick Fisher, who volunteered for the adventure when the officer who was to have gone with the Commander found himself unable to make the voyage, is thoroughly enjoying his unusual experience. He said, with a smile, that one Naval routine was being strictly observed: the Borer Bee's bar opens officially at 11 a.m. and 5 p.m. each day.

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FRIGATE DOES THOUSANDS OF MILES IN SHORT COMMISSION

Crane's travels in Far East

H.M.S. Crane recommissioned on April 30 at Singapore for a further period of service on the Far East Station—the station on which she has been engaged since brought forward from reserve in August, 1951.

During the commission January, 1958, to April this year, this frigate sailed many thousands of miles and visited, among other places, Japan, the Philippine Islands, the Solomons and Fiji Islands, New Zealand, Cairns in Australia, Penang, Bangkok and Hong Kong.

H.M.S. Crane is the last of the modified Black Swan Class left in the active Fleet. She is one of the most heavily armed ships of her size in the world, her gunnery consisting of three twin four-inch mountings and four single and two twin Bofors; she is also equipped with anti-submarine weapons.

She was first commissioned in April, 1943, and in that year took an active part both in the Sicily landings and in the Battle of the Atlantic. While on escort duty in the Atlantic she sank one U-boat and probably badly damaged another. The following year she attended at the Normandy landings before sailing for the Far East.

In August, 1945, she joined an American Task Group and was present at the surrender ceremonies at Tokyo Bay on September 2, being the first British escort vessel to enter Japanese territorial waters. She then steamed down to Hong Kong where she arrived a day after the formal surrender had taken place. After refitting at Brisbane and spending a few months on anti-piracy patrols and showing the flag in Far East waters, H.M.S. Crane returned to the United Kingdom to be put in reserve in November, 1946.

KOREAN WAR

In August, 1951, she was recommissioned and returned to the Far East, where she became the Third Frigate Squadron leader, embarking Captain (F) and his staff. On the outbreak of the Korean War she was involved in the West Coast Island blockade; in the course of the operations she fired 1,756 rounds of four-inch ammunition at the enemy.

She then returned to normal peacetime activities in the Far East until in 1956 she was called over to help at Suez. Here she was successful in shooting down a jet-fighter which attacked her and is probably the only warship to achieve this feat. She was damaged, however, by other aircraft and was taken back to Singapore for a year's extended refit at the end of 1956. This included

modernisation throughout, and also a big attempt to render the ship more habitable by increasing the accommodation and by fitting bunks and larger lockers in all the messes.

In January, 1958, she was recommissioned and in July of that year she made an operational visit to Japan. The Middle East crisis curtailed this visit and Crane returned to Singapore.

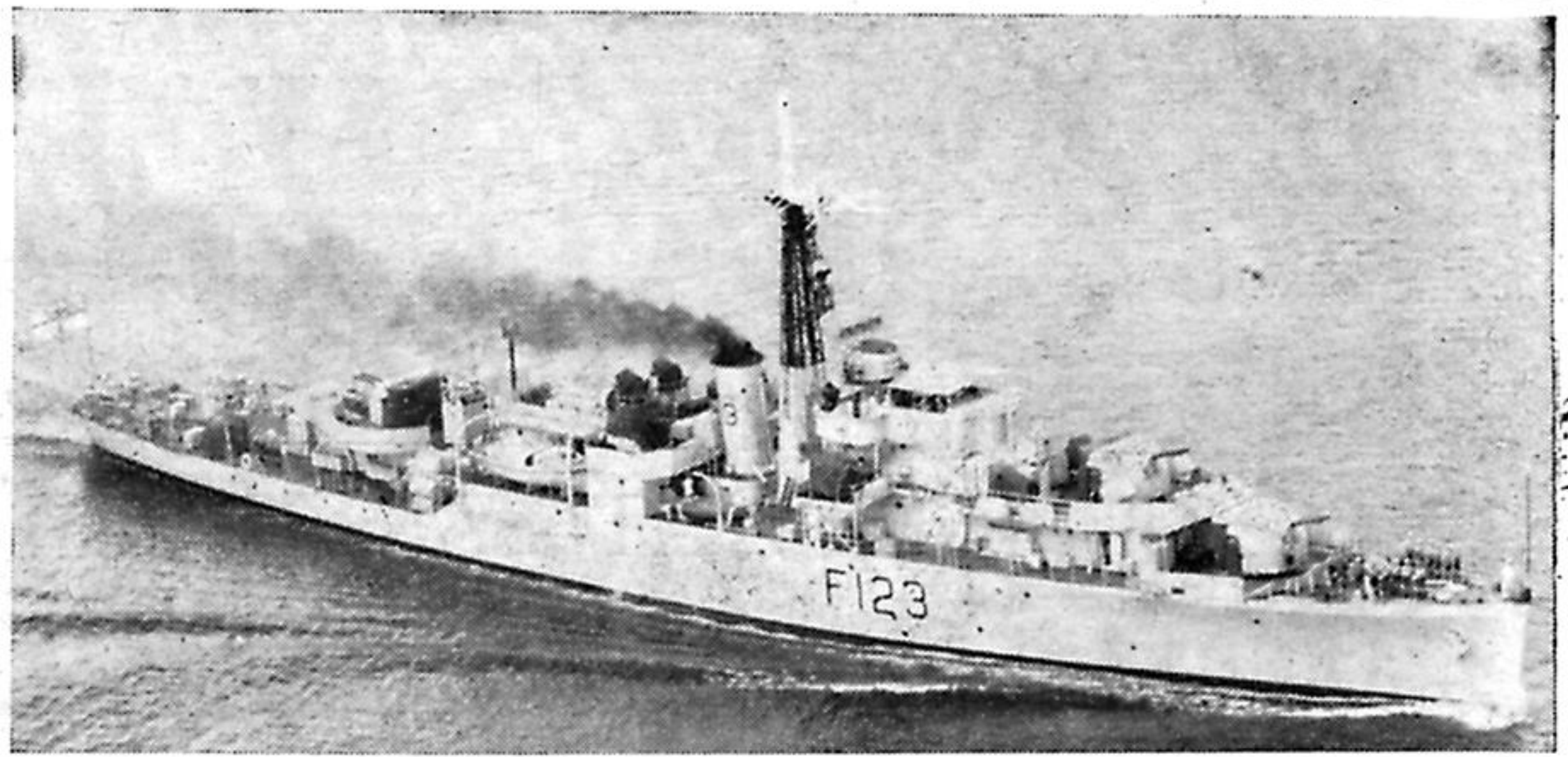
VISIT TO NEW ZEALAND

During this period she was engaged in bombardments against Communist terrorists in South Malaya, and also in conducting the Sultan of Pahang around the islands administered by him which lie off the east coast of Malaya. In September, however, she was suddenly recalled to Hong Kong to help with Fishery Protection patrols, and there she remained until after the Far East Fleet regatta in November. Her winter cruise took her via Manus and Fiji to New Zealand, where she spent six weeks calling at eight ports, including that of Timaru, where she joined in the South Canterbury Centenary celebrations. She was also engaged in the training of sea cadets, nearly a hundred of whom were taken to sea in small groups for up to 48 hours. She is now back at Singapore, where on April 30 she recommissioned.

H.M.S. Crane is the seventh British ship to be named after the large heron-like bird which once used to be seen frequently in the British Isles, but is now only a rather rare visitor. The first named took part in the siege of Cadiz in 1593, but none other of her predecessors has matched the long and distinguished service of the present holder of the name.

COMMANDER-IN-CHIEF PRESENTS BRITISH EMPIRE MEDALS

ADMIRAL Sir Manley L. Power (Commander-in-Chief, Portsmouth) recently presented British Empire Medals which were awarded in the New Year's Honours List at an investiture on board H.M.S. Victory. Those decorated were Chief Petty Officer Henry George Hall, D.S.M., Chief Petty Officer Gordon Frank Beach, Stores Chief Petty Officer Arthur Eric Gibbins, Chief Petty Officer Jack Stanley Reynolds, Chief Petty Officer Cook Douglas Walter Jacob and Chief Electrician J. W. P. Griffin.



ROYAL MARINES EXERCISE THEIR NEWLY GAINED RIGHT

IT was a glorious day—a glorious hot, summery day—glorious for the Royal Marines and glorious for the people of Portsmouth. The occasion was the granting of the Freedom of the City to the Royal Marines on Thursday, May 14, and exercising their newly gained right the Royal Marines lived up to their renowned smartness and precision when, after the presentation of the scroll at Eastney, they marched from the Royal Marine Barracks, Eastney, through the city and in front of the pristine brightness of the reconstructed Guildhall, where His Royal Highness the Duke of Edinburgh, Captain-General of the Royal Marines, took the salute.

For the Royal Marines the day really started the evening before when the Captain-General, after visiting the Sergeants' Mess and meeting the

senior N.C.O.s., representatives of which had come from Royal Marine units from all over the country, he dined with some 80 officers in the Officers' Mess.

Fourth s/m of Porpoise class commissioned

H.M. Submarine Narwhal, the fourth of the new Porpoise Class of operational submarines, which was launched in October, 1957, by Mrs. Christopher Soames whose husband was at that time Parliamentary Secretary to the Admiralty, was commissioned under the command of Lieut.-Cdr. K. Vause, R.N., at the yard of Messrs. Vickers-Armstrongs, Barrow-in-Furness, on May 4, the service being conducted by the Rev. A. B. O'Farrell, Chaplain of the submarine depot ship H.M.S. Adamant.

H.M.S. Narwhal which has a complement of six officers and 65 ratings; has a high underwater speed and great diving depth, qualities which are reflected in the design of her hull and superstructure. Powered by diesel-electric drive from Admiralty Standard Range engines, she has snort equipment designed to give maximum snort-charging facilities even in the roughest sea conditions. Both her air and surface warning radar can be operated at periscope depth as well as when surfaced.

Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer rate:

Petty Officer to Chief Petty Officer
JX 152845 P. R. Fair, JX 138117 P. K. F. Cox, JX 149774 P. Cooper, JX 149741 A. Lewington.

Sick Berth Petty Officer to Sick Berth Chief Petty Officer
MX 791852 H. Harbour.

Radio Communication Supervisor to Chief Radio Communication Supervisor
JX 152620 S. R. Smith, JX 292688 K. Thompson.

Communication Yeoman to Chief Communication Yeoman
JX 163675 C. Brayley, JX 147896 E. J. Everid.

Petty Officer Steward to Chief Petty Officer Steward
LX 22175 T. A. McCarthy.

Joiner to Chief Joiner
MX 561869 R. E. Dean.

Engine Room Artificer to Acting Chief Engine Room Artificer
MX 777524 K. W. Gordon, MX 93436 N. J. Beer, MX 93421 H. A. Fry, MX 120442 D. R. Carpenter, MX 758923 C. N. R. Jenkins, MX 708069 F. D. Hearley.

Shipwright Artificer to Chief Shipwright Artificer
MX 117750 R. Lucas.

Petty Officer Engineering Mechanic to Chief Engineering Mechanic
KX 94877 R. W. C. Millman, KX 86375 R. Edwards.

To Acting Chief Aircraft Artificer
L/FX 100219 A. A. Gutteridge, L/FX 87679 S. A. Crosby, L/FX 100338 J. C. Hawker.

To Acting Chief Radio Electrical Artificer (Air)
L/FX 855612 J. F. Thorne.

To Chief Photographer
L/MX 580760 R. F. Bromelow.

To Chief Air Fitter (Ordnance)
L/FX 906669 R. W. Lacey.

Suitably escorted and led by massed Royal Marine bands, with colours flying, drums beating and bayonets fixed, some 600 officers and men of the Royal Marines marched 12 abreast through the city. The Guildhall, the steps of which were thronged with people, the ladies in what appeared to be summer finery, and with Royal Marine and Royal Naval and other officers in gold and scarlet, looked as it has never looked for over 20 years. The Duke of Edinburgh, who gave great delight to the thousands watching the ceremony by his apparent pleasing informality, met the aldermen and councillors and chatted with those near the dais.

TOOK THE SALUTE

The sound of the approaching band heralded the marching troops and the Captain-General, with the Lord Mayor at his side, took the salute as the casket escorted and proudly held by R.S.M. Chisholm headed the march past.

After the march past, the Mayor was presented with two silver statuettes from the Corps as a memento of this great occasion. One of the statuettes is of a 17th century Royal Marine officer and the other is of a present Royal Marine.

Later the Duke of Edinburgh attended a civic luncheon and among other guests of the city were 250 serving and retired officers and men, many of whom had just taken part in the march through the city.

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FLAG OFFICERS AT FAKENHAM

Branch hears of Navy's role today

CALENDAR

Wolverhampton
July 4.—Dedication of new standard.

No. 8 Area
July 4.—Area reunion at Wulfrun Hall, Wolverhampton.

Fulham
June 21.—Dedication of new standard.

Littlehampton
June 28.—Dedication of new standard.

We will remember them

Shipmate Thomas Cassidy, ex-painter i/c of Chatham Depot, member of Belfast Branch.

Shipmate George Minford, ex-Able Seaman of Devonport Depot, member of Belfast Branch.

Shipmate D. E. Sexton, a most loyal comrade, of Portland Branch.

Shipmate Alfred James Green, assistant treasurer, Newton Abbot Branch. Served in Naval hospitals during hostilities and was a former Corps Superintendent of St. John Ambulance Brigade.

Shipmate Herbert F. Theobald, vice-chairman of Uxbridge branch. Died May 11.

BURY OPENS ITS NEW HEADQUARTERS

JUST over 100 attended the opening night of the Bury Branch's new headquarters on May 6 at No. 1 The Rock, and the "Black Pudding Town" branch is looking forward to happy times.

The branch has had its rough water lately, but the branch "scribe" reports that it appears to be sailing into calm seas. Shipmate E. Smith is chairman and the secretary is Shipmate J. Sell, of 12 Laurel Street, Bury.

(There must be many beside the Editor who would like to know the origin of the term "Black Pudding Town."—Ed.)

FAKENHAM Branch kept the second anniversary of its foundation at the April meeting, when it was honoured by the presence of two flag-officers. The branch president, Rear-Admiral H. G. Thursfield, was present, and the speaker was Vice-Admiral Sir Edward Evans-Lombe, K.C.B., president of the near-by Dereham Branch.

Sir Edward's subject was, by request, "The Role of the Navy Today," and he gave a masterly and penetrating analysis of the way the service had fulfilled varied roles throughout history, in order to meet the need of the hour. Today the emphasis was on flexibility, and he believed that our spheres of influence should be primarily the Atlantic then the Mediterranean followed by the Indian Ocean with bases in Australia.

Officers of all the ex-Service organi-

Visits to Plymouth are always worth while

THE Newton Abbot and Torquay Branches of the Royal Naval Association made a joint social visit to the Plymouth Branch of the Association on May 9—50 members and friends making the trip. They were entertained to tea and afterwards joined their Plymouth shipmates in a jolly evening. Star turns of the night were the Bush Radio Ladies' Choir and a conjurer. The "home team," as always, brought out their first-class talent, the visitors responding with Shipmates L. Palk, R. Hooper and R. Hathway.

These visits to Plymouth are always a great success and although the visitors do not get home until the early hours of the morning, they all consider the visits extremely worth while.

On a sad note, the Newton Abbot Branch regrets the passing of its assistant treasurer, Shipmate Alfred James Green. A former Corps Superintendent of St. John's Ambulance Brigade, he worked at the Newton Abbot Royal Naval Auxiliary Hospital during the last war. The president (Capt. E. C. Fenton), the chairman (W. Langridge) and many other branch members were present at the funeral and the bearers were members of the branch.

sations in the district had been invited as well as the officers of the King's Lynn unit of the Sea Cadet Corps. Questions were many and interesting and there was a good discussion.

The host and hostess, "Duggie" Majury (himself a member of the branch committee) and Mrs. Majury, surpassed themselves in the refreshments provided and a most enjoyable social hour followed. Rear-Admiral Thursfield cut a birthday cake bearing two lighted candles and all drank to the continued success of the branch.

Shipmate R. H. Secker, branch chairman, received many messages of congratulation on the success of the evening from the guests and all members certainly enjoyed themselves. Now that the holiday season is in swing, it is hoped that shipmates visiting Norfolk will look in at the Bull Inn, Fakenham, any night, when they will quickly be put in touch with members.

OWN CLUB AFTER MONTHS OF SEARCHING

AFTER many months of hard searching for suitable premises the West Ham Branch of the Royal Naval Association has obtained its own headquarters and is settling down quite comfortably. Branch secretaries should note the new address, which is: The R.N.A. Club, 195a Romford Road, West Ham, London E.7.

The club is only three doors away from West Ham baths. At the moment the branch is open on Fridays, Saturdays and Sundays (midday).

The branch has had several good "get-togethers" since taking over the new premises. The social secretary, F. C. Reid, 26 Greenwood Road, Hackney, E.8, has asked "Navy News" to say that there is always a welcome for any serving or ex-serving man who may be in the vicinity. If any branch or social secretary cares to get in touch with him, he would be very

R.N.A. represented at U.S.A. ceremony

THE Gosport Branch of the Royal Naval Association will be represented at the Memorial Day service for British War Dead at Fort Hancock, Sandy Hook, New Jersey, on May 30 by Shipmate Ed. Marsh, now residing in the U.S.A.

Although Gosport Branch has not appeared in these pages of recent months it does not mean that the branch has not been active.

Social evenings, dances, whist drives etc., are still held weekly under the skilful direction of Shipmate Jack Corbyn. At the moment the branch is leading in the inter-association indoor game league and with only one more match to play the branch is hoping that the trophy will take up its residence in the Gosport Headquarters.

Plans for the new frontage of the Headquarters are now almost through the paperwork stage and it is hoped that work will soon start.

Although attendances at general meetings have been falling off of late, it is hoped that, with the arrival of better weather, more members will turn up to discuss the varied and interesting events scheduled for the summer months.

The sad loss of Shipmate "Pop" Marshall a few weeks ago was felt by all who had met and enjoyed the company of this "Grand Old Gentleman."

ASSOCIATION IS TOO SILENT

THE 21st birthday dinner of the Worthing branch of the Royal Naval Association was held on April 4 at the Railway Hotel, Worthing. Among the guests were Admiral Sir Charles and Lady Little, Shipmate and Mrs. Prior, of Lewes Branch and the late Padre of the branch, Admiral Little is the president of No. 3 Area.

The admiral was piped into the dining-room accompanied by the branch president, Lieut.-Cdr. D. L. Yates-Christie, R.N. (ret.). (The person who said the admiral was "blown in" was suitably corrected). The dinner was a triumph.

In his reply to the toast of "the Association," the admiral emphasised the fact that, in his opinion, the R.N.A. is too silent and he stressed on one and all the hope that they would do all in their power to bring

all ex-Naval associations (of which there are many) into the orbit of the Royal Naval Association and expressed the hope that if all co-operated the Association would be able to speak on behalf of all the ex-Naval personnel and not only its own members.

After dinner entertainment was provided by members of the Worthing Musical Comedy Society, followed by dancing to Freddy Wilkinson's Band.

The whole evening was voted a great success and although most of those present will not be at the jubilee dinner, there were some there who emphasised that they would be.

A competition raised £5 towards an outing for crippled children in August, being given by the combined efforts of all the ex-Service associations in the town.

SIX HUNDRED EXPECTED AT DEDICATION

OVER 600 shipmates and their wives are expected at All Saints' Church, Fulham High Street, on Sunday, June 21, when the Fulham Branch of the Royal Naval Association dedicate their new standard. The Rural Dean of Fulham, the Rev. Prebendary A. J. G. Hawes, will officiate.

Some 44 branches will be attending, including representatives from far-off branches like Preston, Portsmouth and Pontliffraith and the function promises to be a real "Naval occasion."

The branch wishes it to be known once again that it extends a warm welcome to all Naval personnel taking part in the Royal Tournament at Earls Court. The meeting place is at Fulham House, T.A. Drill Hall, Fulham High Street, on Friday evenings at 8 p.m. Members of the branch wish the best of luck to all the gun crews.

Don Murray Challenge Trophy goes to Whitstable

A BEAUTIFUL silver cup was recently presented to the area by Shipmate Murray of Ashford branch and is now known as the Don Murray Challenge Trophy, to be awarded to the branch in the area which has made the greatest contribution to the membership of the association. It was presented by Sir Henry Moore to the delegate of the Whitstable branch at the area meeting on April 11.

A number of branches entered and it was one of the newest of the branches that has become the first holder. Whitstable is to be congratulated and so are Chesham and Worcester Park, Ashford and Gillingham branches for the grand efforts that are continuously being made for association affairs.

Area Number Two meetings still attract a large number of delegates from the 43 branches and the area correspondent feels he has been a little remiss in his contributions to "Navy News," but he also remarked that he does not see reports in the paper from a lot of branches. He says that the use of the calendar in "Navy News" of forthcoming events might save some clashing of dates.

CHATHAM NAVY DAYS

Members were conscious of the last meeting of Navy Days at Chatham in August and it is hoped that something can be done really well, for it is, perhaps, the last occasion that there will be Navy Days at this port. Any suggestions will be welcomed by the area chairman.

There is still a steady balance in the area funds but the area secretary reports that there are still a few outstanding debts from certain branches. The area chairman wishes it to be known that area officers are only too glad to be of assistance to branches. He feels that some branches are very silent of late but he hopes that all is well.

THESE YERE HELICHOPPERS AT PORTLAND

YERE! Us aven't wrote to 'ee fer sum time now, and reckon we must tell 'ee a thing or two, 'snow. You vellers wot used to play vootball down yere on th'old Canteen grounds would git mowed down wi' these yere helichoppers now that the flyin' chaps 'ave took over the place. More Navy vellers be comin' 'ere all the time, and we be after they to join the branch, look.

We've bought a girl big hut, and only waitin' fer they planning chaps to giv'e we permission to put 'em up ourselves.

Admiralty be renting we a plot of ground already, so we reckons it won't be long now afore we has our own headquarters, you. We'em looking

forward to that. Then they tell I a bunch of our vellers and their wimmin volk 'ave already booked up to come to the reunion and see 'ee agin.

We've bin goin' out on evening mystery trips yere and there, too, and meetin' they village volk, and they think we ex-Navy be a bit of alright, 'snow, because they do all ask we to go back out agin. Well! we sets 'em alright!

Then we 'ad a "Tramps Supper" back along in our clubroom, and by the sight of some of 'em, our president said he hoped the local police 'ad been tipped off that 'twere only a skylark! Talk about laugh, you!

Yere! I'd better stop afore the editor tells I off. All we down yere send best wishes to 'ee all everywhere.

THREE NAVIES ENTERTAINED AT HULL

THE Hull branch of the Royal Naval Association had the pleasure of entertaining the ship's company of H.M.S. Taciturn at a dance at the Merchant Navy Hotel on May 1, when the ship arrived for a short visit, and the event was somewhat unusual because representatives of three navies were present. Besides a member of the Royal Canadian Navy, serving in Taciturn, the Turkish Commodore and several of his officers visited the branch for the evening. They were in Hull taking over the former H.M.S. Milne.

Havant Branch hold Ball

MEMBERS of the Royal Air Force Association, Petersfield, were guests at the Havant Branch Easter Ball, which took place in the Territorial Army Drill Hall on April 3. Rear-Admiral (S) E. L. Tottenham was also a guest.

A suitable selection of music, ranging from old time waltzes to rock 'n' roll, was played by Bud Evans and his Orchestra, and Admiral Sir Harold Burrough, G.C.B., K.B.E., D.S.O., the Branch President, awarded dance prizes to Mr. Lewis, partnered by Miss Moore, and Mr. Vine, partnered by Miss Gustar.

Something to write home about!

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Jutland and Dunkirk Rally at Chatham

THE annual "Jutland and Dunkirk" rally, organised by Chatham Branch on behalf of No. 2 Area, was held in the Royal Naval Barracks, Chatham, on Whit Sunday.

Though the numbers were lower than previous years, a strong muster attended the service in St. George's Church, where the Senior Naval Chaplain, the Rev. Keble White, who is also Chatham Branch padre, gave an interesting sermon, taking those present back to the days of Jutland.

The salute, at the march past which followed, was taken by Cdre. L. W. L. Argles, D.S.C., on the parade ground and the commodore then walked round the ranks meeting many interesting "old timers." Nos. 1 and 2 Area standards, together with many branches from other areas, were in attendance.

For the success of this event much

is owed to the help and co-operation from the commodore, commander, first lieutenant and many other officers and ratings of the Chatham R.N.B. Chatham branch's hon. secretary, John Dykes, had a busy time organising, and the valuable help from the lady associates, Shipmate Hubbard and the cafeteria staff (serving and civilians) in preparing and serving tea made that side go with a swing (they had platters for 350 to wash up afterwards!). At the social and dance in the gymnasium, which followed, several Chatham Branch members proved efficient "barmen." It would be appreciated if those 40 odd who had tea without paying sent their 3s. to John Dykes, of 209 Luton Road, Chatham, otherwise the branch is the loser (anonymously will do).

Chatham Barracks ceases to function as such after August, 1960, so if anyone wishes to say farewell to an old and trusty friend, visit the No. 2 Area stand in the drill shed during "Navy Days" this August. Members of No. 2 Area will be in constant attendance and there will be a visitors' book for you to sign.

Make next Whit Sunday a date for the Jutland Rally next year as it will be the last under existing conditions and No. 2 Area would therefore like to make it a bumper one.

In reply to No. 6 Area (May "Navy News"), I do not think any member of the National Council smiled in disbelief at the news that Stevenage was organising the rally. There is too much evidence of the good work that small branches can do. It was, however, an agreeable surprise that such a young town as Stevenage should have a branch sufficiently go ahead to undertake the task, and No. 2 Area wishes them every success, hoping their endeavours will result in the increased membership they desire and deserve.—W. GOWER.

Whitstable makes its mark in No. 2 Area

FORMED less than 12 months ago, when Lieut.-Cdr. G. C. Buss, M.B.E., late chairman and vice-president of Brentford and Chiswick Branch, moved into the area, the Whitstable Branch of the Royal Naval Association has already won the area trophy for the most progressive branch. The trophy which was donated by Shipmate Don Murray, vice-president of Ashford Branch, was presented to Whitstable's president, Cdr. D. S. E. Thompson, on Friday, April 24, by the area chairman, Shipmate W. Gower, of Chatham Branch, in the presence of some 40 members.

The branch chairman, Shipmate H.

Hundred and twenty at New Romney social

AT a social given by the New Romney Branch of the Royal Naval Association on April 24, over 120 shipmates, shipmates and friends from Ashford, Folkestone, Lydd and Dungeness Branches were present. They were welcomed by the Branch Chairman, Shipmate L. G. Henley, and, starting with the "Reveille" and ending with "Sunset," both calls being played by Corporal D. Lister (by kind permission of Lieut.-Colonel H. K. Sweeting, 2nd Battalion Coldstream Guards) and with Shipmate Sharpe as Quartermaster and Duty Signaller, the whole evening went with a swing.

Singing, dancing and comedy acts by a concert party from Maidstone entertained the guests, refreshments through the intervals being provided by Shipmates of the Branch assisted by branch members as waiters.

Shipmates of the branch provided the escort for the funeral of Shipmate Edward Noble, born on July 17, 1874, Edward Noble entered the Royal Navy as a boy, joining H.M.S. Impregnable on September 2, 1889. He "served his time in sail," was well acquainted with the order "Up screw down funnel," and his last sea-going ship was the cruiser Sans Pareil, which he left in September, 1901, on joining H.M. Coastguard service.

He served in the coastguard service from 1901-1934, apart from the First World War.

He received the Long Service and Good Conduct Medal in 1907 and was twice awarded the Royal Humane Society's Testimonial on Vellum for saving life.

The Leamington branch of the Royal Naval Association held its Annual Whit Monday Fete in the Pump Room Gardens, in conjunction with the Leamington Boys' Club. A report of the fete will appear in our next issue.

CROYDON ON EVEN KEEL

ALTHOUGH Croydon Branch has encountered a little rough water since the last report appeared in "Navy News," the chairman, Shipmate Bates, reports that with the assistance of Shipmate Gower, the branch is once again on an even keel.

Capt. Fenner (ret.), of the Queen's Regiment, was guest of honour at the branch twenty-first birthday dinner. The occasion was a most happy one and the arrangements were first-class. Those who could not attend missed a treat. In his speech Capt. Fenner gave a record of the Queen's Regiment and why it is an honoured guest at H.M.S. Excellent and during the course of the evening he presented the darts silver cup to Shipmate Pamment—the branch social secretary and winner of the contest. The chairman presented duplicate cups to Shipmates Stevens, Weaver, Greenhead and Harris, all very good members since 1938.

Shipmate Peters, the branch secretary, has had to resign from his important office and his successor is Shipmate Stirling. Shipmate Peters has worked hard for the branch and for its social and benevolent side.

Branch membership has declined somewhat, but an all-out effort is being made to increase numbers. In his report to "Navy News" the chairman says: "We do not always agree on all matters but the same thing happens in business, at work and even in our own homes at times. At times I am in trouble, but I attend the next meeting still happy with those who are my shipmates." That's the spirit of the association—give and take—agree to disagree—but still the spirit of unity and friendship remains.

Hounslow out of "dockkeys" hands

Pittcock, congratulated the social committee for their efforts which were largely responsible for the winning of the trophy; and congratulated Cheam and Worcester Branch on being close runners-up.

Whitstable is looking forward to meeting Cheam and Worcester Park on Sunday, June 14, but hope they will be forgiven if they do not appear too lively—it will be due to visiting Park Royal Brewery and Brentford and Chiswick Branch the previous day!

Hounslow out of "dockkeys" hands

HOUNSLOW Branch has reported that it is once again back on its own messdeck and out of the "Dockkeys" hands, so "full steam ahead" with social activities and darts matches, which have had to be curtailed these last few months.

May 9 was the occasion of the branch's annual dinner and social—a most enjoyable evening. Many shipmates from Fulham Branch and Mrs. Holliday, of Margate Branch, attended. Shipmate Arthur and Mrs. Bates, chairman of No. 1 Area, were the guests of honour. Also present was the Mayor, who came along in an unofficial capacity.

The branch will be represented at Finsbury and Fulham dedication parade and will also attend the Westminster Branch dance. June 20 will see members at Osterly fete, a new venture for the branch.

The annual outing this year will be to Lancing again. The branch is hoping it can be fixed in during September.—TOM HAWES.

Rock 'n' roll at commissioning dance

THE Savage V.C. Memorial Branch of the Royal Naval Association held its commissioning dance on May 13, and the function was a great success, being supported by Central, Smethwick, Edgbaston and Ladywood Branch members and their ladies.

Miss Rita Pearson, the Smethwick Beauty Queen, who attended the dance, entertained the company with an exhibition of rock 'n' roll.

It has been suggested by members of the Smethwick and Savage V.C. branches that a joint dance is held, and it is hoped that both committees will be able to arrange this.

BRANCH SAYS 'THANK YOU' TO RM BANDSMEN

ALMOST a year ago the band of the Royal Marines School of Music made a most spectacular and impressive display on the occasion of the dedication of the Darlington Branch standard, and members of the branch took the opportunity to show their appreciation of this gesture, when the Royal Marines Band from Plymouth were in Darlington on May 6 whilst "showing the flag" inland in the north-east. After their concert in a local park, the branch members invited the bandmen to tea, and the ladies section did the catering. On the departure of the band, bags containing pies, sandwiches and cakes were handed out on the coach. Later in the evening Shipmate J. B. Goldsworthy (branch president), accompanied by Mrs. Goldsworthy (president, ladies section), escorted to the club Her Worship the Mayor (Councillor Mrs. M. Lyonette), the Mayoress, Lady Starmer (branch vice-president), Capt. Lang, O.B.E.,

F.R.A.M., R.M. Director of Music, Plymouth Group, and Lieut. Rising, R.M., liaison officer for the tour.

It appeared to Darlington members that there was a great lack of publicity regarding the bands' tour and as they were due to appear in Middlesbrough on May 8, Shipmate president J. B. Goldsworthy decided that the people of Middlesbrough should really know what a treat was in store for them.

He went to Middlesbrough and contacted some of its most prominent citizens, and on the Friday morning he arrived, complete with loud speakers attached to his shooting brake, and from 7.45 a.m. until 5.30 p.m. toured all the districts of Middlesbrough announcing the concert. The result was that the band played to a full capacity of between 1,500 and 1,600 people.

On May 20 the half-yearly general meeting was held and the agenda for the national conference was discussed.

The annual "stag" outing was on Sunday, May 17, to Whitley Bay and on the return journey a call was made at the R.N.V.R. Club, Westgate Road, Newcastle upon Tyne. The branch members were given a great welcome and it is hoped that the members of the R.N.V.R. will give Darlington a chance to repay their kindness by visiting them in the near future.

The "games stag party" is now fixed for June 4 when the Darlington Blind Club are invited to attend and be presented with the Bramwell and Harbron Shield for their games victories over the branch members. The shield is to be played for annually and this year it is going to be suitably inscribed in Braille for the benefit of the branch's sightless friends.—C. AKERS.

Increased membership at Twickenham

THE Twickenham Branch is still very active, with slightly increased membership, with increased attendances at socials and meetings and with the spirit of comradeship and unity very much in evidence.

A record player has been purchased to provide additional music for all occasions.

The members who visited Dorking Branch thank that branch for a first-class show and are looking forward to Dorking's visit.

After the recent appeal on television by Miss Anna Neagle on behalf of the Star and Garter Home, Richmond, a number of suggestions have been made in order to raise extra funds, and it is gratifying to know that several London branches, and other organisations, are planning cricket matches and various shows to help those at the Home.

SHIPMATES MEET DESPITE DIFFICULTIES

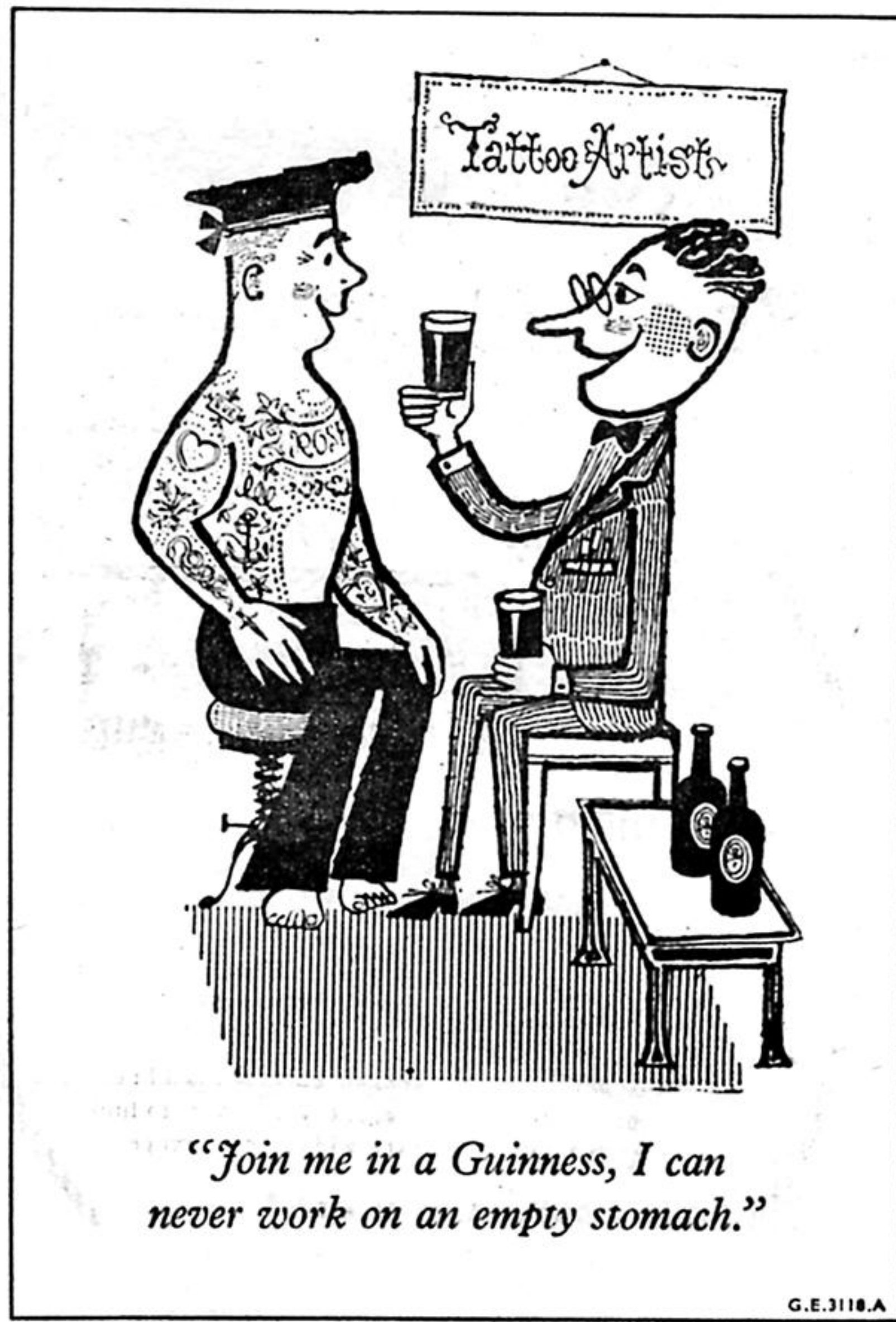
ALTHOUGH Malvern Branch is situated in a rural district scattered over hills which makes it rather difficult for shipmates to attend meetings, more and more are "making their numbers," lapsed members are returning to the fold and new shipmates are being enrolled.

The branch attended Matins at the ancient Priory Church of Great Malvern on April 26 and were supported by a smart detachment of Sea Cadets from Worcester. These formed a guard of honour for the branch president, Admiral Sir William Tennant, who, after inspecting the shipmates on parade, expressed his appreciation at the way things were done.

In order to raise funds for those contingencies which always seem to arise, the branch is holding a jumble sale during June.

Malvern Branch uses the following at its meetings and suggests, for the benefit of branches which have not adopted a suitable silent tribute, that they also might like it: "We stand in solemn silence calling to mind the sacrifices that have been made for us, and asking God to make us worthy of those who died that we might live."

When the Duke of Edinburgh visited Eastney for the presentation of the Queen's Colour on May 14, he met Lieut. N. Finch, V.C., R.M. (ret.), who won the Victoria Cross at Zeebrugge on April 23, 1918.



H.M.S. LEOPARD'S COMMISSION — COMPLETES HOME LEG

H.M.S. Leopard, built in H.M. Dockyard, Portsmouth, and launched on May 23, 1955, by Princess Marie Louise and which was commissioned on September 30, 1958, sailed for the South Atlantic and South America station on the foreign leg of a General Service Commission on May 28. Since commissioning, the ship (commanded by Cdr. R. G. Gaunt, D.S.C.) has been undergoing trials and working-up.

Her job on the South Atlantic and South America station will entail a tremendous amount of sea time over the wide expanse of the South Atlantic. Exercises will take place with the South African Navy and self-maintenance will be carried out at Simonstown. The ship has a complement of 14 officers and 193 ratings and according to those on board the ship, the people who built her did a first-class job of work. She behaves very well indeed at sea and the accommodation is of a very high standard. Modern panelling and stainless steel give the ship a light, spacious appearance. Wherever possible settees have been fitted which at night form two-tier bunks. Some hammocks are still necessary, but this is only to be expected in a ship of this size, packed as she is with machinery.

H.M.S. Leopard took part in the recent exercises (May 4-7) which entailed a passage down channel (during which the force was attacked by submarines and both Naval and R.A.F. aircraft), around Land's End to Pembroke Dock, which represented an overseas base.

During the ship's working-up period, H.M.S. Leopard went to the assistance



H.M.S. Leopard during her trials

of the S.S. Marjan, a small vessel of 298 tons which was in difficulties off Pendeen. The Marjan, whose engine-room was flooded, was drifting towards the rocky shore and although the S.S. Maltazian managed to get a tow on board, the tow parted. H.M.S. Leopard fixed a second tow and managed to pull the Marjan out of danger, after which the tow was handed over to the tug Englishman, which took the stricken vessel to Falmouth.

H.M.S. Leopard is an anti-aircraft frigate with a length of 340 feet overall and a 40-foot beam. She is the latest of a distinguished line of Leopards, the first being a third-rate 40-gun frigate of 387 tons built in 1634 and carrying 180 men.

Tenth Hermes leaves her birthplace

THE aircraft carrier Hermes left her birthplace, the Barrow-in-Furness shipyard of Vickers-Armstrongs, on May 22. Flying the Red Ensign the new carrier went to Southampton for docking, before returning to complete her fitting-out at Barrow.

The tenth ship of the Royal Navy to bear the name, Hermes is fitted with the latest air-defence radar, as in H.M.S. Victorious, a fully angled deck, steam catapult, mirror landing aid, etc., and she will be a most powerful addition to the Fleet.

Laid down in 1944 and launched in 1953 she was originally a sister ship (and name ship) of the Centaur, but her design has been modified so much that she will be virtually of a different type. Her displacement is 27,000 tons (full load), length 744 feet (o.a.) and her beam (o.a.) 130 feet.

Eagle pilot lands Seahawk without hook

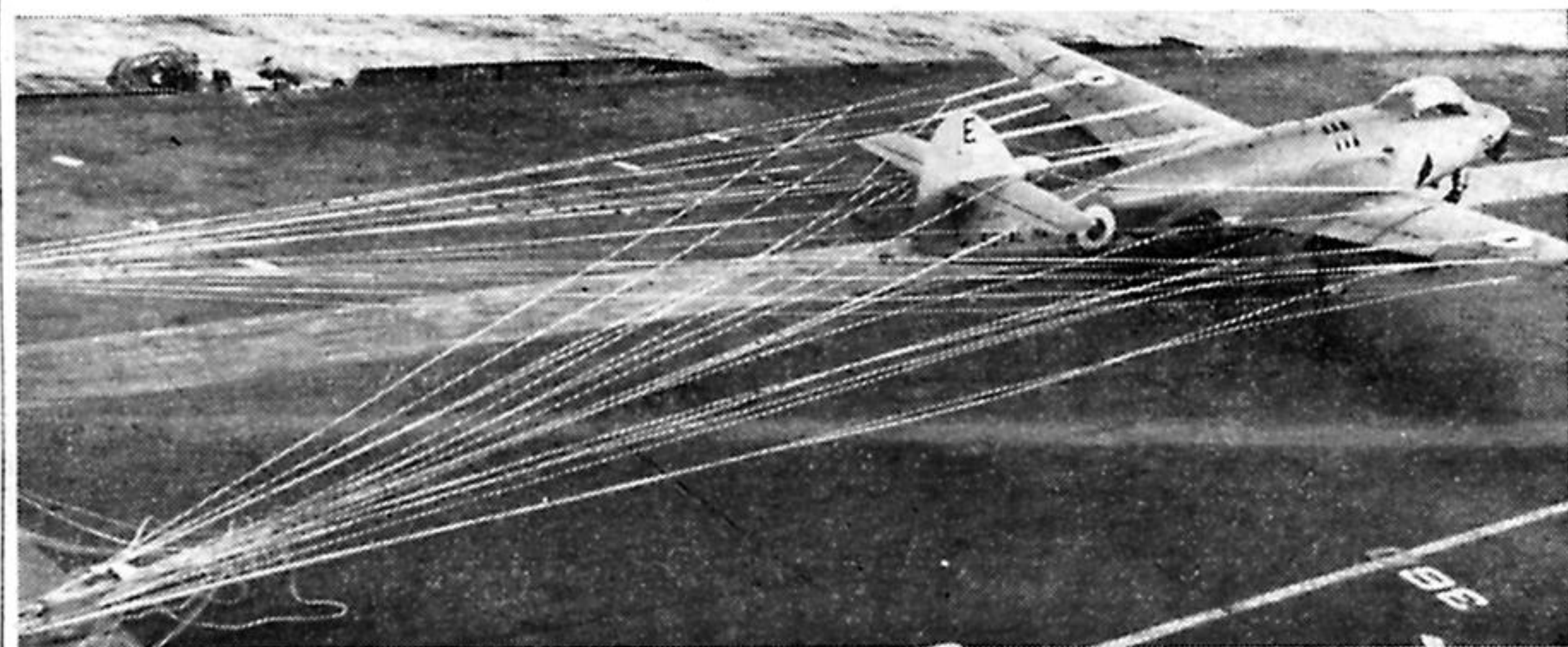
WHAT is believed to be the first time that a Seahawk has used a barrier (other than in trials) occurred recently in H.M.S. Eagle.

It happened at about 10.30 when Lieut. Grier-Rees, of 806 Squadron, coming into the circuit, found he could not operate his dive brakes. It did not take him long to find out that he had a complete hydraulic failure. He carried out his emergency drill and managed to blow down his undercarriage, but his

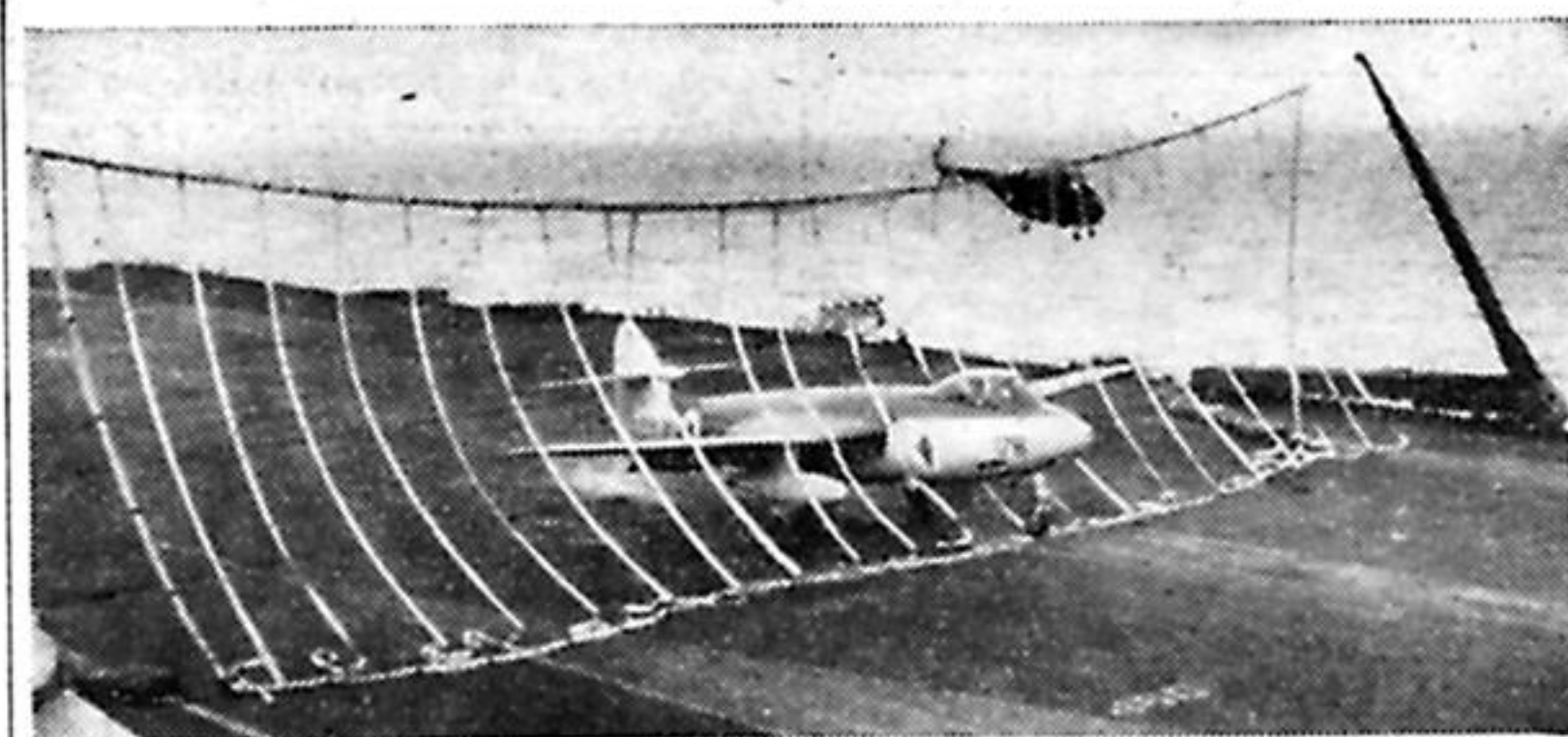
hook remained up. The first impression he got as he came in to land and saw the crash barrier was, "Gosh! That flimsy thing won't hold me." His second, when he hit it, "I've gone through." However, all was well. He was surprised by the gentleness of the arresting action until the barrier brought him up all standing at the end of its stretch. He then found himself going backwards, but quickly applying his brakes came to a halt at a slight angle across the flight deck. The air-

craft required only minor repairs, and Lieut. Grier-Rees received his in the sick bay a few minutes after landing, in the form of brandy and coffee. A very satisfactory end to what may rightly be described as a dicey moment. The barrier was rigged in 2 minutes 20 seconds—a record. The work study team reported that it would be good going to rig it in five minutes!

(With acknowledgments to the "Eagle Eye" and the "Fulminator.")



At full stretch! The moment when the pilot realised he had to brake



The Seahawk reaches the safety barrier



The aircraft has been brought to a halt

Dreadnought's keel-laying ceremony

THE keel of Dreadnought, the Royal Navy's first nuclear-propelled submarine, will be laid by His Royal Highness The Duke of Edinburgh at the Barrow-in-Furness shipyard of Vickers-Armstrongs (Shipbuilders) Ltd. on Friday, June 12.

Both the First Lord, the Earl of Selkirk, O.B.E., A.F.C., and the First Sea Lord, Admiral Sir Charles Lambe, G.C.B., C.V.O., will be present at the ceremony.

The Dreadnought—the name to be given to her was approved by the Admiralty early in 1957—will have machinery similar to that installed in the latest submarines of the Skipjack Class of the United States Navy.

It was announced in January last that work had already been begun on the hull of the ship, and orders for components placed with various sub-contractors.

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SOME EXISTING PENSIONS TO BE INCREASED

THE Pensions (Increases) Bill, which has recently been published, will bring increases to public service pensioners ranging from 2 to 12 per cent., according to the dates at which they retired.

The biggest increases will go to those who went on pension before March 31, 1952, and the smallest to those who went to pension after March 31, 1956. No one who retired after March 31,

1957, will be eligible.

Pensions at the new rates will come into force on the first day of the month after the act is passed, and it is understood that the Government intends to get the Bill on the Statute Book before the summer recess, and the commencing date of the increase is thought, most probably, August 1.

Forces pensioners are not covered by the Bill, but there will be parallel increases for Forces pensioners. These new increases require the issue of new Royal Warrants for the Services.

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Counting of former time on re-entry

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1958, such former active service may also be counted for the award of length of service pay. Men affected by this decision are those who re-entered on or after April 1, 1956. Details of reserve service which counts, and method of application, are given in a recent Fleet Order (A.F.O. 1070/59).

This new rule also applies to members of the Women's Royal Naval Service.

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There's always a welcome at West Ham

THE West Ham Branch of the Royal Naval Association has stated that since opening its new Headquarters at 195a Romford Road, Stratford, E.7, its membership has increased steadily.

The Branch's aim is to have doubled its membership by the end of the year.

The 21st Birthday Dinner and Dance was a great success. The principal guests were the Mayor and Mayoress of West Ham and Commodore Taylor, the Senior Canadian Naval Officer in Europe, and Mrs. Taylor.

The Star and Garter Home will benefit from the proceeds of a branch effort that evening.

The Fulham Branch beat the West Ham Branch in the darts competition for the Lewisham Cup, and Fulham now meet Lewisham in the final.

The West Ham secretary, shipmate F. C. Reid, 26 Grandwood Road, Hackney, London, E.8, says "there is always a welcome at the Club. If any branch wishes to have a really good night out their secretary should drop me a line."

BOOK REVIEW

How warships get named

REFERENCE to any Navy List will quickly reveal that the naming of warships is not a haphazard undertaking and that considerable thought must have been given to each name before it was allocated to a particular ship. In their book "British Warship Names," published by Putnam and Co. Ltd. (42s.), Capt. T. D. Manning, C.B.E., V.R.D., R.N.V.R. (ret.) and Cdr. C. F. Walker, R.N. (ret.) have revealed the intricate work and research involved.

The name of a warship must be appropriate to the type of ship by which it is borne is one of the yardsticks when selecting a name. The classic mistake quoted by the authors in this connection is of the sloop named in 1930 Weston Super Mare. The sailors immediately rechristened the ship Aggie on Horseback, after Miss Agnes Weston, who did so much for the sailor. The ship eventually took to the water as H.M.S. Weston.

Prior to the autumn of 1940 the naming of ships was the duty of the Controller on the Board of Admiralty, and by chance one of the authors was able to suggest the formation of a committee, composed of officers with special knowledge of the subject to select the names for H.M. ships. The fascinating story of the work of the committee is admirably told. It lists well over 5,000 ships' names with their derivations, dates of launching and disposal, the type of ship holding the name, and the battle honours which ships of the name have been awarded.

The book is primarily a book of reference and no collection of naval books could be considered complete without it.

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ROYAL NAVY SAILING

Difficult conditions for strangers at West Kirby

A ROYAL Navy team was entered in the Wilson Trophy team racing competition for National Firefly dinghies held on the Marine Lake at West Kirby on May 2-3. This meeting is now regarded as the most important team racing event for Fireflies. Thirty-six teams took part.

The Royal Navy was drawn against Cambridge University Cruising Club in the first round, the first leg of which was started at 0900 on the Saturday forenoon in a westerly wind of 20 knots and more. Due to an error of identification, Doc Mooney was forced to retire on the starting line and the University won this leg by 22½ points to 16.

Conditions were difficult for strangers at West Kirby in that the water in the Marine Lake is so shallow that the use of full centre board is impossible. Legs of the course were also somewhat shorter than is usual in coastal waters.

The strong winds continued and after numerous capsize and the dismasting of two boats, two reefs were ordered. In the second leg of the tie with Cambridge University, the Royal Navy was again defeated but by a narrower margin. The overall victory thus went to the University (who subsequently survived to the quarter-final) by 44½ points to 34½.

The helmsmen chosen for this meeting were: Surg. Cdr. R. St. C. Mooney, D.S.O. (R.N. Barracks, Devonport), captain, Constr. Lieut. J. A. Tilley, R.A.N. (R.N. College, Greenwich), and Midshipman R. H.

Chapman (Britannia R.N. College, Dartmouth).

This was the first time that the Navy had entered a team for this competition and valuable experience was gained. None of the Service teams competing survived the first round.

On the following day, one crew from each team eliminated in the first round sailed for the Mugs Trophy. John Tilley, having led the field for most of the race, allowed himself to be overtaken on the finishing line and to be beaten by a canvas into second place by two young ladies from the Restronguet S.C., which was considered by many to be carrying gallantry too far.

BLUEBOTTLE

Surg. Lieut. Coles has made a good start as helmsman of the Royal Dragon. In his first four races he achieved one first and two seconds.

OCEAN RACING

Marabu was entered for the R.O.R.C.'s Harwich Race and was placed third in Class 1. She was skippered by Lieut.-Cdr. J. M. A. Fairbank.

Navy Swimmers beat police

A TEAM of Royal Navy swimmers beat the Metropolitan Police at the Naval Baths, Portsmouth, on May 18. Petty Officer Hayes (our sportsman of the month last October) won the 100 yards free-style event in 59.4 sec. An interesting point about this match was that two Junior Seamen, A. Burley and D. Burley, sons of Chief Petty Officer Burley, who was formerly in charge of the swimming bath at the P.T. School, were first and second in the 100 yards backstroke.

FIELD GUN RUN RECORD BROKEN

At a recent practice run by the Fleet Air Arm Command Field Gun Crew the time taken was 3 min. 10 sec.—one-fifth of a second better than the record set up last year at Earl's Court.

The Portsmouth Command Field Gun Crew did its fastest time the same week—3 min. 20 sec. On this showing the Portsmouth crew will have to "pull their socks up," but our correspondent is assured that the Portsmouth crew is not downhearted. The members feel that they will reach their peak just at the right time, that is, at Earl's Court.

Admiral of the Fleet Sir Algernon Willis, a former Commander-in-Chief, Portsmouth, celebrated his 70th birthday on May 17.

NAVAL HOCKEY NEEDS A SHOT IN THE ARM

THE following letter has been received from the Portsmouth Command Hockey Secretary. Although the hockey season has ended, discussions on the suggestion contained in the letter should prove fruitful and might result in better and brighter hockey.

Sir.—Your article in the May issue on Navy hockey stresses the need for more young players. I feel certain that there are already a number of good players in the Navy and many more young potential players. To bring these men to the notice of the selectors (ship, command, fleet or Service) is the problem.

What Naval (as opposed to Navy) hockey needs is a good shot in the arm and its games organised on more business-like lines. Perhaps a Work Study is the answer!

Throughout previous seasons, ships and establishments in the Portsmouth Command have played games on a purely friendly basis. I am not suggesting that future games should be unfriendly or that trophies and prizes should be introduced to produce keener incentive. There is already the Navy

Cup Competition and it is considered that is enough. There was a suggestion, however, at the last Annual General Meeting of the Portsmouth Command Hockey Association that an inter-establishment league (without a trophy) should be introduced which would encourage units to take a keener interest in the game.

The probable advantages which follow "keener interest" are:

(a) Organised coaching and practice for teams; (b) build-up of reserves; (c) wider knowledge of the rules of the game by players, all of which, ultimately, produces a larger pool of better players for selectors to choose from.

This suggestion was turned down at the Annual General Meeting and the reason was, I suspect, because insufficient thought was given to the implications. It is interesting to note that only seven out of the 17 units in the Command were represented at the meeting.

Perhaps your columns may be the medium of giving this suggestion wider discussion.—BRIAN SOMERVILLE, Lieutenant, Royal Navy, Portsmouth Command Hockey Secretary.

Three goals down, Portsmouth force a draw

French Light Naval Squadron 5—'R.N. Portsmouth Select' 5

As a sporting climax to the official visit of the French Light Naval Squadron a soccer match between the visitors and a Royal Naval Portsmouth Select XI took place in glorious weather on Tuesday, May 5.

The game was attended by Vice-Admiral M. H. J. Douguet, F.N., Capt. A. M. J. E. F. Storelli, F.N. (Chief of Staff to French Light Squadron), Rear-Admiral Currey (Chief of Staff to C-in-C, Portsmouth) and Commodore Talbot, of R.N. Barracks, Portsmouth. A large contingent of French matelots and a smaller number of their British counterparts made up a vociferous audience to add to the

gaiety of the proceedings. The Volunteer Bluejackets Band from R.N. Barracks played before the game and the Women's Services' club-swinging party gave a short display at half-time.

Presentations from one team to the other were made by the respective captains—Premier Maitre Salon (Chief Petty Officer) for the Squadron, and Petty Officer Walsh for Portsmouth R.N.—before the game commenced.

Both teams, being "scratch" elevens, found it difficult to settle down at first, but after Portsmouth had taken the lead through A.A.2 Heath in the fifth minute the Frenchmen hit back twice before half-time. The first 20

minutes of the second half belonged to the Squadron, who swept into a three-goal lead at 5-2 before Portsmouth really pulled out all the stops and, thanks to two goals from inside right R.E.M. Greenwood and a penalty converted by right back E.M.A. Widdowfield, managed to draw level. The last 10 minutes was all Portsmouth and for the first time in the match the Frenchmen showed signs of tiring and a certain amount of desperation in defence. The final score can be fairly said to do justice to both teams and although the match rarely reached a high standard of skill it was, for long periods, extremely entertaining.



The two captains exchange presents before the match

Rifle Shooting

THE Queen's Rifle Cup match for rifle shooting at the R.N. Rifle Range at Tipner on May 3 resulted in a win for the team from H.M.S. Mercury, H.M.S. Collingwood was a close second.

The results were:
Individual: 1. A.B. Wells, Excellent, 131; 2. R.O.3 Davies, Mercury, 118; 3. T.O.2 Thipthorpe, Mercury, 113; 3. S.A./S. Hunter, R.N.B., 113.

Wreath: 1. Wren Verral, Mercury, 89; 2. Wren Birch, Mercury, 83; 3. Wren Bunce, Mercury, 79.

Winner of 17½ age medal: E.A./A. Atkins, Collingwood, 113.

Winning team: H.M.S. Mercury. — R.O.3 Davies, 118; T.O.2 Thipthorpe, 113; R.O.3 Southall, 109; O.S. Lewis, 90; R.O.3 Peckham, 89; Wren Verral, 89.

Order of teams for Queen Charlotte Cup: 1. H.M.S. Mercury, 608; 2. H.M.S. Collingwood, 605; H.M.S. Vernon, 485; H.M.S. St. Vincent, 467; Royal Naval Barracks, 459; H.M.S. Excellent, 451; H.M.S. Dryad, 405.

A 'delight' of dinghies

FRANK and Keith Beken, father and son, "true artists as well as photographers," have published some of their extraordinary fine photographs of yachts of all kinds. "The Glory of Sail" (Frank and Keith Beken, published by the Ariel Press and distributed by Andre Deutsch Ltd., 45s.) contains over 80 photographs of yachts.

In a foreword, Bill Smart says: "it has been my privilege to be with them in their launch in good weather and bad on many occasions and I have admired their consummate seamanship and handling skill too. That skill enables them to get their camera in just the right place in among the hurly-burly of a bunch of fast boats such as Six-Metres without hindrance or dis-

traction to any of the crews involved."

To a yachtsman there is a story in each picture and to the non-yachting fraternity there is an intense scenic beauty portrayed by these Beken pictures. Very attractively produced, each photograph (there are eight in colour) carries a commentary by Bill Smart.

The annual operation "Shopwindow" took place during the week commencing May 25. Among the ships which took part in this exercise, which was watched by members of the Services Staff Colleges, were H.M. Ships Victorious, Contest, Cavendish, Barossa and Porpoise, while Naval Air Squadrons from Victorious and R.N.A.S. Yeovilton were also employed.

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